REGISTERED No. 1—1877

The Bombay Gazette.

No. 8,786.—New Series. BOMBAY :—SATURDAY, APRIL 7, 1877.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7.

These Up-country Rates include Postage Rates.

Single Copy..... As. 4.

Price for back numbers varies according to time between As. 8 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	2 8
Third do.	2 8
Fourth and succeeding insertions	0 2½ As.

a line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	2½ „ „
Third and succeeding	2½ „ „
In the Native Languages, double the above.	

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found,

The scale for Advertisements belonging to any of those classes will be as follows :—

Not exceeding three lines	Rs. 1-0
Each succeeding line	„ 0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

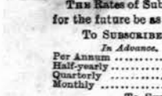
All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES : EACH—TWO RUPEES.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM TO LONDON FROM KURRACHEE, CALLING AT ADEN, HODEIDA, JEDDAH, ALGIERS, AND LISBON.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) will despatch the s. s. ARCOT, 1782 Tons, 200 H. P., Commander P. M. Burke, as above, from Kurrachee, on SATURDAY, the 7th April 1877.

The Arcot is fitted in the usual style of the Company's vessels, and has excellent accommodation for 31 First-class Passengers and 12 Second-class.

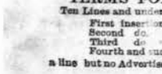
The Steamers leaving Bombay on FRIDAY, the 30th March and on TUESDAY, 3rd April, for Kurrachee, can carry forward Cargo and Passengers for transfer to the Arcot.

For Freight or Passage apply to

W. NICOL & Co., Agents.

Bombay, 20th December 1876.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. AFRICA, 2,616 Tons, 350 H. P., Commander J. Patterson, on SATURDAY, the 7th April, 1877, at 4 P.M., calling at Rutnagherry, Vingoria, Goa, Carwar, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Madras, Calingapatam, Coconada, Vizagapatam, Bimlipatam, Gopalpore, False Point and at any other place where Indian mail offers.

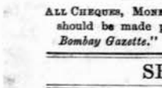
Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports of call. Steamers change to the Peninsular and Oriental Company on Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

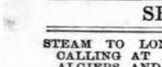


THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the S. S. PACHUMBA, 870 Tons, 140 H. P., Commander J. Melville, on THURSDAY, the 12th April, 1877, at 4 P.M., to the PERSIAN GULF, touching at KURRACHEE, GWADER, JASK, BUNDER-ABBAS, LINGA, BUSHIRE, FAO, BUSREH and occasionally at BAHREIN and MAHOMERAH.

N.B—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the Fair Season, despatch a Steamer to Kurrachee every THURSDAY at 4 P.M., and an Extra Steamer on every TUESDAY at 10 A.M.

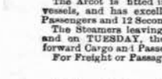
The S. S. VINGOLA, 572 Tons, 130 H. P., Commander A. Geay, will leave this port on TUESDAY, the 10th April, 1877, at 10 A.M., calling at Verawul, Poro Bunder, Mangrole and Cutch Mandvie.

The S. S. PACHUMBA, 870 Tons, 140 H. P., Commander J. Melville will be despatched on THURSDAY, the 12th April 1877, at 4 P.M.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.



THE ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th and on the 1st *of each month.*

For extra steamers see list given below.

PASSENGERS' RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Including Wines without food.
Suez	36	22	8	
Port Said	38	24	14	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	35	14-10	

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY :—

ASSIRIA to sail on SUNDAY, 15th April 1877.

RATAVIA, to sail on TUESDAY 1st May 1877.

INDIA, to sail on SUNDAY, 27th May 1877.

AUSTRALIA, to sail on FRIDAY, 1st June 1877.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A.M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street.

Bombay, 20th January 1877.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO NAPLES & LIVERPOOL, VIA SUEZ CANAL.

THE S.S. EUROPA, Capt. Harris, will sail on WEDNESDAY, the 18th April. She will be followed by the—

S. S. ITALIA,

2,345 Tons Register and 424 H.P. nominal, on the 2nd May, and by the—

S. S. INDIA,

2,280 Tons Register, 500 H.P. nominal, on the 23rd May, and by the—

S. S. MACEDONIA,

2,272 Tons Register, 486 H.P. nominal, on the 2nd June.

RATES OF PASSAGE MONEY.

TO NAPLES	Rs. 400
TO LIVERPOOL	„ 500

Passengers desirous of making a short stay in Italy, may disembark at Naples and proceed on to Liverpool by the following steamer, and passengers disembarking at Naples can have their heavy baggage taken on to Liverpool without any extra charge.

Messrs. HOLME & Co., the Company's Agents at Naples, will render any assistance and tender any information required by the Passengers.

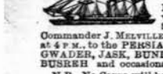
For passage, &c., apply to

W. & A. GRAHAM & Co.,
Agents.

Bombay, 21st March 1877.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL, VIA SUEZ CANAL.



S. S. TRENTHAM HALL, Captain JAMES SHAW, will sail on the 21st April, and will be followed by the

S. S. BRANKSOME HALL, Captain KENNETH HORE, On the 19th May, and by the

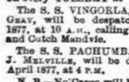
S. S. CITY OF BALTIMORE, Captain COLLINS, On the 9th June.

For passage, apply to

W. & A. GRAHAM & COMPANY, or to KING, KING & Co.

Bombay, 4th April 1877.

BOMBAY TO HAVRE, VIA SUEZ CANAL.



THE First Class Steamer MINERVA, 1,589 Tons Gross Register, Captain Blacklaw, will sail 10th April. Very superior accommodation for Six First Class Passengers.

FARE—Rs. 400, without Wines. Apply to

McCULLOCH, BEXTS & Co., Agents.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :—

Vessels.	Tons.	H.P.	Captains.	
S. MIRZAPORE	3763	600	A. Parish	9th Apr.
— SIAM	3090	500	N. W. Haselwood.	16th do.
S. MALWA	2933	450	P. S. Tomlin	23rd do.
— NIZAM	2725	450	A. E. Barlow	30th do.
S. ASSAM	3033	500	N. Stewart	7th May.
— THIBET	2593	400	G. F. Cates	14th do.
S. SURAT	3141	530	G. C. Burne	21st do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked S. proceed direct to Southampton; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

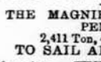
A small Steamer will leve the New Dock Road at Mazagon, at 3 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay, 24th February 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On TUESDAY, the 17th April 1877, at 3 P. M., from Mazagon.



THE P. and O. Co.'s S.S. GAWALIOR, (2,725 Tons and 450 H. P.), Captain J. C. Baroy, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of Opium, the Officer's receipt for which is not lodged in the Company's Office before Noon, on SATURDAY, the 14th April 1877.

F. D. PARKER, Acting Superintendent.

Bombay, 3rd April 1877.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports (calling at Galle) :—

Vessels.	Tons.	H.P.	
TRAVANCORE	1900	350	Capt W. Barratt, 28th April at 3 P. M.
BANGALORE	2963	500	Capt G.N. Hector, 14th May, at 3 P. M.
AVOCA	1482	250	Capt E. G. Stead, 23rd June, at 3 P. M.

F. D. PARKER, Acting Superintendent.

Bombay, 8th April 1877.

LIVERPOOL, VIA SUEZ CANAL.

THE MAGNIFICENT STEAMER PEMBROKE, 2,411 Ton, 400 Horse-power, TO SAIL ABOUT 15TH MAY.

THIS Splendid Steamer fitted with every comfort and convenience, offers a favourable opportunity for intending passengers.

FARE TO LIVERPOOL..... Rs. 500
Do. SUEZ..... „ 350

Exclusive of Wines, &c., which can be procured on board at Moderate prices. For passage and further particulars apply to

GRINDLAY, GROOM & Co.

Bombay, 16th March 1877. Passenger Agents.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE Company's Steamer POLLUCE, 2,709 Tons, and 250 H.P., Captain G. Ragusin, will sail from BOMBAY to TRIESTE on the 10th April 1877.

She will be followed by the

S.S. ETTORE, 3,800 Tons, 400 H.P., on 10th May 1877.

These Steamers carry Surgeon and Stewardess, and have superior accommodation for 1st and 2nd class passengers.

Rates of Passage-money (exclusive of Wines and Spirits which can be had on board at moderate prices) as under :—

	1st Class.	2nd Class.	Deck.
To Trieste	Rs. 450	Rs. 350	Rs. 150
To Port Said	„ 320	„ 255	„ 131 0
To Suez	„ 309	„ 240	„ 122 8
To Aden	„ 170	„ 139	„ 66 0

The S S. POLLUCE will coincide at Port Said with the A. H Lloyd's Mail Steamer for Constanople via Syria.

For through tickets apply to the undersigned.*

The following extra steamers will be despatched to Trieste.

S.S. CALIPSO, 2,900 Tons, 200 H.P., on the 30th April 1877.
S.S. MEMFI 2 080 „ 250 „ „ 20th May „
S.S. TEBE, 2,680 „ 250 „ „ 30th May „

No cargo will be received on board after sunset on the day previous to sailing.

For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company.

JOSEPH JANNI, Agent.

28, Bombay Green, 21st March 1877.

NOTICE.—CONSIGNEES of CARGO per Ship RAIPOOT, Captain J. R. Andrew, ARRIVED from LONDON, are REQUESTED to SEND their BILLS of LADING, accompanied by DELIVERY ORDERS, for our inspection and countersignature, and to TAKE DELIVERY AT ONCE of their respective GOODS.

No CLAIM of any kind will be paid after the departure of the Ship unless it be previously passed by the Captain.

Apply to Captain J. R. ANDREW, at Cursetjee and Edlujee, Dubashes.

Bombay, 5th April 1877.

NOTICE.—CONSIGNEES of CARGO per S. S. CELLA, Captain W. Holmes, ARRIVED from LIVERPOOL, are REQUESTED to SEND their BILLS of LADING, accompanied by DELIVERY ORDERS, for our inspection and countersignature, and to TAKE DELIVERY AT ONCE of their respective GOODS.

No CLAIM of any kind will be paid after the departure of the Steamer unless it be previously passed by the Captain.

EWART, LATHAM & Co., Agents,
S. S. Cella.

Bombay, 2nd April 1877.

NEW ADVERTISEMENTS.

THE CAMA COTTAGE, an excellent Bungalow situate at the central position at Matheran, is to let for this Hot Season. Accommodation—7 Bed-rooms, 2 Bathrooms and Sitting and Dining Rooms. Apply to J. C. PINTO.

WANTED, a HEAD DRAFTSMAN for the Executive Municipal Engineer's Office on a salary of Rs. 130 per month. He must be well up in Mathematics, Engineering, Designing and Drawing, and must have had at least five years' practical experience on the construction of important works. Apply personally, with Testimonials, to the Undersigned at once.

C. B. BRAHAM, C. E.,
Deputy Executive Engineer in Charge.

Bombay, Executive Engineer's Office, 6th April 1877.

THE ALLIANCE SPINNING AND WEAVING COMPANY, LIMITED.—NOTICE.—The THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held at its Registered Office, No. 7, Church Street, Fort, on MONDAY, the 16th day of April 1877 at 2 P. M. to transact the following business before the meeting, viz :—

To receive the Directors' Report and the audited Balance Sheet made up to the 31st December 1876.

To declare a Dividend.

To appoint Directors in room of those who retire by rotation but are eligible for re-election.

To appoint Auditor or Auditors for the ensuing year, and fix his or their remuneration.

By Order of the Board of Directors,
TAPIDASS VURJDASS & Co.,
Secretaries and Treasurers.

Bombay, 7th April 1877.

N.B.—The TRANSFER BOOKS will be CLOSED from THIS DAY to the 16th instant, both days inclusive.

HORMUSJEE SORABJEE.

NEW BOOKS.

	Rs. a.
Braddon's (Miss) Works—Lady Audley's Secret Henry Dunbar, Elenor's Victory, Aurora Floyd, John Marchmont's Legacy, The Doctor's Wife, Only a Clod, Sir Jasper's Tenant, Trail of the Serpent, Lady Mile, Lady Lisle, Captain of the Vulture, Birds of Prey, Chart-ley's Inheritance, Rupert Godwin, Run to Earth, Dead Sea Fruit, Ralph the Bailiff, Fenton's Quest, Lovels of Arden, Robert Ainsleigh, The Bitter Cup, Milly Darrell, Strangers and Pilgrims, Lucius Davoreu, Taken at the Flood, Lost for Love, A Strange World, Hostages to Fortune, Dead Men's Shoes, each	1 4
Dickens' (Charles) Works—ns cheap edition—Pickwick Papers, Sketches by Boz, each	1 4
(Others will issue uniformly.)	
Collins' (Wilkie) Works—New Ill. Library—Woman in White, Automans, Basel, Hide and Seek, The Dead Secret, The Queen of the Hearts, The Moonstone, Man and Wife, Poor Miss Finch, Miss or Mrs, New Magdalen, The Frozen Deep, the Law and the Lady, My Miscellanies, each	2 12
Scott's (Sir Walter) Work—Nimmo's Edn., complete in 13 vols., Illustrated	30 0
Broughton's (Rhoda) Works—Not Wisely, but Too Well, Red as a Rose is She, Cometh up as a Flower, Nancy	3 12
Dickens' (Charles) Household Edn., Illustrated—Pickwick Papers, Martin Chuzzlewit, David Copperfield, Bleak House, Little Dorret, Barnaby Rudge, Our Mutual Friend, Nicholas Nickleby, Old Curiosity Shop, each	2 8
Oliver Twist, Tale of Two Cities, Great Expectations, Sketches by Boz, each	1 12
Bradshaw's Continental Guide for March	2 8
Nuttall's Standard Pronouncing Dictionary of the English Language, 80,000 References	2 8
History of French Literature; by Henry Van Laun, 2 vols.	20 0
The Life of S. W. Fairbairn, Bart, partly written by Himself and completed by W. Pole	11 4
Evelyn Howard, or Early Friendships; by Mrs. H. B. Paul	2 4
Poems—Humorous and Pathetic; by Thomas Hood, the younger	3 12
The History of the Rifle Brigade (The Prince Consort's Own), formerly the 95th; by Sir W. H. Cope, Illustrated	20 0
The Hunting of the Snark; by L. Carroll	2 4
Morley Ashton; by James Grant	1 4

HORMUSJEE SORABJEE.

28, Meadow Street, Fort.

SCOTTISH FIRE INSURANCE COMPANY.—The Undersigned as AGENTS for the above Company are prepared to issue POLICIES of INSURANCE on Warehouses, Mills, Merchandize and other Property in Bombay and the neighbourhood on FAVOURABLE TERMS.

C. MACDONALD & Co.

Victoria Buildings, Bombay.

HORSES! HORSES!! HORSES!!!

A BYCULLA COMMISSION STABLE, instructed by JAMES LALOR, Esq., to sell, without reserve, remaining batch of 17 AUSTRALIAN HORSES broken to Saddle and Harness, some well-matched pairs and a good team of large Bays, by PUBLIC AUCTION on SATURDAY, the 7th instant, at 3 P. M.

Catalogues on Application.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

TO-NIGHT, SATURDAY, 7TH APRIL.

CONTINUED SUCCESS OF MADAME CARLOTTA TASCA, THE CELEBRATED PIANIST, AND THE ROYAL ENGLISH OPERA BOUFFE COMPANY.

TO-NIGHT, SATURDAY, 7TH APRIL, Will be performed, for the first time in Bombay, BALFE'S OPERA, THE BOHEMIAN GIRL, (omitting the Prologue,) AND OFFENBACH'S ROSE OF AUVERGNE.

Between the First and Second Acts MADAME CARLOTTA TASCA WILL PERFORM FANTASIA ON "THE LAST ROSE OF SUMMER" AND "GOD SAVE THE QUEEN"—

For the left hand only.

And between the Second and Third Acts L'ENCHANTERESSE VALSE DE CONCERT ..... Ronville.

REDUCTION OF PRICES.

THE ESPLANADE THEATRE.

THE NATUCK OOTAJUK MUNDLEE.

TO-DAY, SATURDAY, THE 7TH APRIL.

REPRESENTATION IN GUZERATI OF THE ANCIENT AND WELL KNOWN HINDOO DRAMA,

"NUL DUMIANTI."

Reserved Seat	Rs. 2 0	Second Class	Rs. 0 12
Unreserved Seat	1 0	Third Class	0 8

MORLEY HALL THEATRE, COLABA.

THE LADY and GENTLEMAN AMATEURS of the Garrison will appear at the above Theatre on the Evenings of

TO-NIGHT, SATURDAY (STAFF NIGHT), 7TH APRIL, in the Comic Drama, "A WONDERFUL WOMAN," PERIOD 1770.

TO BE FOLLOWED BY THE LAUGHABLE FARCE, "TO OBLIGE BENSON."

PRICES OF ADMISSION.

FIRST NIGHT, FRONT SEATS	Rs. 1 0
„ SECOND „	As. 0 8
„ THIRD „	„ 0 4
STAFF NIGHT (Gratis)	Rs. 0 0

Tickets for the First Night can be obtained from the Librarian, Morley Hall, and at the Door on Night of performance.

For the STAFF NIGHT at Messrs. Soundy and Co. only, where a plan of the House may be seen.

The Performance to commence at 9 o'clock punctually.

NOTICE TO CONTRACTORS.—TENDERS will be received till Noon on the 15th instant, for the execution by contract of ORDINARY and PETTY REPAIRS to BARRACKS and PUBLIC BUILDINGS at Colaba, Mazagon, Malabar Point, Cross Island, Medical Ground, Oyster Rock, Butchers Island, Elephanta, Pow Pier and Hog Island, for the season 1877-78.

The Survey Reports and Conditions and Forms of Contract can be seen, and copies of the Schedules of Rates on which the Tenders are to be based, obtained by personal application at the Defences Office, and payment by each applicant of Rupees 3.

The Undersigned does not bind himself to accept the lowest, or any, Tender.

G. MEREWETHER, Major, R.E.,
Executive Engineer, Bombay Defences.

Bombay Defences Office, Mazagon, 6th April 1877.

NOTICE TO CONTRACTORS.—TENDERS are hereby invited for the work of PAVING the SIDE GUTTERS in LOVE LANE.

Specification and Conditions of Contract can be seen in this Office between the Office hours of 10 A.M. and 5 P.M.

Tenders are to be addressed and sent in to the address of the Municipal Commissioner on or before the 16th instant.

The Municipal Commissioner does not bind himself to accept the lowest or any Tender.

By Order of the Municipal Commissioner,
C. B. BRAHAM, C. E.,
Deputy Executive Engineer in Charge.

Bombay, Executive Engineer's Office, 6th April 1877.

NOTICE IS HEREBY GIVEN, that YENKOO BALLOO, residing at 3rd Kamathipoora Lane, in Bombay, has CONTRACTED to SELL all that piece or parcel of Fazandaree Land or Ground, together with the Messuage, Tenements and Dwelling House standing thereon, situate at Girgaum, in the district of Bhooleshwur, in the Island of Bombay, containing 2 6 1/9 square yards or thereabouts, assessed by the Collector of Land Revenue under No. 2,, and by the Collector of Municipal Assessment under No. 4-3 but now under No. 544, and bounded on the East by the public passage, on the West by the property of Cursetjee Hormjee, on the North by the road leading from the Cart to the main road, and on the South by the house of Macoond Bapoojee, and which said piece of Land and premises are formerly in the occupation of Pandoorang Keroba and are at present unoccupied.

All persons claiming any Right, Title, or Interest in, or to the aforesaid property by way of Gift, Sale, Mortgage, Inheritance, Lease or otherwise howsoever, are hereby required to make the same known to the Undersigned at his Office, 28, Meadow Street, Bombay, within 14 days from the date hereof, otherwise the purchase will be completed without reference to such claims if any.—Dated this 6th day of April, 1877.

NANU N. KOTHARE,
Purchaser's Attorney.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY—ORDINARY ORIGINAL CIVIL JURISDICTION.

SUIT No. 344 of 1876.

James Flynn, Esquire, of Bombay, European, residing at Chowpatee, in Bombay aforesaid..... Plaintiff.

vs.

Sorabjee Nusserwanjee Dundas, Parsee inhabitant, residing at Mody Street, within the Fort of Bombay aforesaid ..... Defendant.

Pursuant to the Decree made in the above suit, and bearing date the Nineteenth day of September, One Thousand Eight Hundred and Seventy-six, the undermentioned IMMOVEABLE PROPERTY will be SOLD by PUBLIC AUCTION before C. Agnew Turner, Esquire, Acting Assistant Commissioner of the High Court of Bombay, at his Office in the Court House, on SATURDAY, the Twenty-eighth day of April, One Thousand Eight Hundred and Seventy-seven, at three o'clock in the Afternoon.

All that piece or parcel of Land or Ground, with the Messuage, Tenement, or Dwelling House built and standing thereon, with the appurtenances thereto, situate on the East side of the public road called Mody Khana Street, within the Fort of Bombay, in the registration Sub-District of Fort and Colaba, which said piece or parcel of land contains by admeasurement three hundred and twenty-three square yards, be the same little more or less, and is bounded on the East by a passage between the premises and Fort Municipal Market, on the West by the Mody Khana Street, on the North by a certain house belonging to one Dadabhoy Nusserwanjee Mody, and on the South by a sweepers' passage and a house belonging to one Sorabjee Nowrojee Wadia, and is registered in the books of the Collector of Land Revenue under No. 708, and is now assessed under No. 196. All which premises are now in the occupation of Sorabjee Nusserwanjee Dundas and his tenants.

For further particulars and conditions of sale application may be made at the Office of the said Commissioner, or at the Office of Messrs. Fletcher and Smith, Attornies for the Plaintiff abovenamed, in Rampart Row, within the Fort.—Dated this 6th day of April 1877.

C. Agnew Turner,
Acting Assistant Commissioner.

SPECIAL SHORT ADVERTISEMENTS.

WANTED, SMALL, SINGLE-SEATED, LIGHT, SECOND-HAND PHAETON. Price moderate. Address "A. Z.," *Bombay Gazette* Office.

WANTED, a BROUGHAM HORSE and HARNESS, in serviceable order, for Office work. Apply to "G. O.," *Gazette* Office.

WANTED, a TURN OUT; a light BUGGY or small self-driving PHAETON, with fast-trotting horse, preferred. Apply with full particulars to "X. Y. Z." this Paper.

COTTAGE PIANO by KIRKMAN FOR SALE, Rs. 200. Wm. WATSON & Co., 24, Apollo Street, Bombay.

MATHERAN—CLARENDON HOTEL by D'SOUZA, the first settler. Good position and careful attendance.

PONEY FOR SALE. Apply to "R. E.," care of *Bombay Gazette* Office.

FOR SALE, a pair of PANTHER CUBS, about six weeks old. Address "W.," care of the *Times of India* Office.

FOR SALE, a Rosewood Cottage Piano by Kirkman in tune and in good condition. Price Rs. 120. Apply Pestonjee Merwanjee, Europe-shop, Kalbadevie Road.

FOR SALE, a Light Fancy DOGCART with a showy fast-trotting Chesnut Horse, complete Turn-out for Rs. 750. Apply to W. J. Essai, Forbes Street.

FOR SALE, a powerful PONY, sound, good in Harness or Saddle, 14 hands; also good OFFICE SHIGRAM, Rs. 250, the Turn-out with HARNESS, Rs. 350. Apply to "T. A. M.," care of *Bombay Gazette*.

WANTED.

WANTED, a HEAD MASTER for the CATHEDRAL CHOIR SCHOOL. For particulars apply to the Rev. W. MAULE, Bombay.

HOTELS.

ALEXANDRA HOTEL AND PINTO'S HOTEL, MATHERAN.

MR. J. C. PINTO, the Proprietor of the both Hotels, begs to inform the Public that the above Hotels are now OPEN to VISITORS. There are seven separate Bungalows attached to the Hotels well adapted for Families, for whose comfort every care is taken. The Hotels are well situated, occupy a central position, and are therefore very conveniently placed within the reach of several POINTS. They are also nearest to the Station and in a breezy locality under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum; also some BUNGALOWS TO LET.

TREACHER & COMPANY, LD., WINE MERCHANTS.

BY APPOINTMENT.

ESTABLISHED IN THIS PRESIDENCY FOR HALF A CENTURY.

CLARET :
Bordeaux ;
An excellent Cup Wine,
Per doz. Quarts, Cash, Rs. 9-8.

CLARET :
Petit Medoc ;
A sound agreeable Breakfast Wine.
Per doz. Quarts, Cash, Rs. 12-0.
Do. Pints, Cash, Rs. 7-0.

CLARET :
Medoc ;
A very superior Breakfast Wine.
Per doz. Quarts, Cash, Rs. 15-0.
Do. Pints, Cash, Rs. 9-0.

CLARET :
Chateau Lagrange ;
An excellent Dinner Wine.
Per doz. Quarts, Cash, Rs. 20.
Per doz. Pints, Cash, Rs. 11.

CLARET :
Chateau La Rose ;
A fine full-bodied Dinner Wine,
Per dozen Quarts, Cash, Rs. 25-0.
Per dozen Pints, Cash, Rs. 14-0.

CLARET :
Chateau Margaux ;
Rich, old, and very fragrant.
Per dozen Quarts, Cash, Rs. 30-0.
Per dozen Pints, Cash, Rs. 16-0.

These Brands have been known throughout Western India for many years as of the best quality and the best value for their prices imported.

BOMBAY, BYCULLA, AND POONA.

BEST LONDON MADE

OVERLAND TRUNKS,

BAGS, AND PORTMANTEAUS.

ASQUITH & CO.'S stock of the above is one of the Largest in the East.

Our Trunks are strongly made under the supervision of Practical Tradesmen to stand the rough usage in transit by Land or Sea.

Our Bags are made of Real oxhide and not of the imitation or "Bag Hide" now so generally offered to the Public.

	Inches.	Prices.
GENT'S OVERLAND TRUNKS—Best Japanned Canvas, with strong Brass Locks. The Correct Cabin Height	27 30 33 36	27 0 30 0 33 0 36 0
Extra Quality—Stout dull Canvas, Edges bound with Leather. The strongest and best Trunk made, highly recommended for Cabin use	30 33 36	36 0 39 0 42 0
TRAYS to fit the above	..	3 8
LADIES' OVERLAND TRUNKS—Fitted with Tray, Inner Dress Compartment, and Moveable Millinery Division	33 36	50 0 58 0
The Railway" Indian Portmanteau Covered with Tan Canvas, very strong and durable, fitted with outside Straps, for Coat or Rug, strong Brass Lever Lock. We recommend this article for Continental Travelling or hardwear	22 24 26 30	28 0 31 0 34 0 41 0
BEST SOLID LEATHER—Fitted and finished as above in all details	24 26	48 0 52 0
SOLID LEATHER PORTMANTEAUS—Extra Thick Substance made with Turned Edges, Copper riveted. The Corners clamped with Brass, Buckles, and Straps of the best quality, fitted with Patent Lock. The most durable and best finished article manufactured	30	100 0
CABIN BAGS—Made of Strong Japanned Canvas, a most useful article for a Sea Journey, opening full size at Top, fitted with Tray for Linen, &c.	...	...
THE GLADSTONE BAG—Expanding, made of Black Hide Leather, possessing great capacity, very light and strong, fitted with Patent Spring Lock, and outside Straps for Rug or Coat	20 22 24	33 0 39 0 42 0
THE GLADSTONE BAG—Same make as above, Best Stained Oxhide, fittings of the best description	22 24	44 0 49 0
BLACK HIDE HAND BAGS—Fitted with strong Spring Locks	from 12	8

Our New Illustrated Catalogue containing faithful Illustrations of the above posted on application to any part of the East.

Post or Telegram Orders for Kit for all climates executed at a short notice.

THE OVERLAND KIT WAREHOUSE,
8, RAMPART ROW, BOMBAY.

GREAT REDUCTION IN PRICES.

THE

SINGER MANUFACTURING CO.'S

WORLD RENOWNED (GENUINE)

LOCK-STITCH SEWING MACHINES

and all accessories can be had from their Bombay Office.

Machines given to "approved" buyers on the

INSTALMENT SYSTEM.

6, ELPHINSTONE CIRCLE, BOMBAY.

☞ *Prospectus and lessons free on application.*

CUTLER, PALMER & CO.'S

QUOTATIONS INCLUDING DUTY AND TOWN DUES FOR COGNACS OF

MESSRS. BISQUIT, DUBOUCHE & CO.'S SHIPPING,

Who stand third on the List of Brandy Exporters.

CASH. Rs.	A.		CREDIT. Rs.	A.
24	4	* ONE STAR, in great demand	25	0
25	4	* ONE STAR, Glass-stoppered Barrel Bottles	26	0
31	12	* ONE STAR, Crystal Barrell 2 Gall = 1 dozen, with Bronze stand and plated tap complete	33	0
25	12	* ONE STAR, Flasks, per case of 2 dozens	26	8
27	8	* ONE STAR, Half-Flasks, per case of 4 dozens	28	8
27	8	** TWO STARS	28	8
30	8	*** THREE STARS, superior	31	8
40	12	**** FOUR STARS, extra superior, recommended	42	8

An order for 3 cases accompanied by Cash will carry a further Discount of 5 per cent. off Bond Prices, *i.e.*, after deducting Duty and Town Dues at Rs. 8-8 per case.

WACHTER & CO.'S CHAMPAGNE,

(Prince of Wales' Brand.)

CASH. Qts. Rs.	A.	Pints. Rs.	A.		CREDIT. Qts. Rs.	A.	Pints. Rs.	A.
47	12	50	10	Wachter & Co.'s Champagne as supplied on board the Serapis and to the Royal House. *Vide* letters from St. James's Palace, per case of one dozen Quarts or two dozen Pints	50	0	53	0
30	4	Do.	do.	Hamper of 24 Half-Pints	...		31	12

ORDERS UNACCOMPANIED BY CASH WILL BE TREATED AT CREDIT RATES.

Messes, Clubs, Co-Operative Societies and Traders will be liberally treated.

WE ASK THEIR SUPPORT.

N. B.—Forwarding charges we add to the above rates. We guarantee each case to contain its FULL complement of bottles when despatched, and agree to take back or exchange any Wine that may not be approved of ON ARRIVAL BUT NOT AFTERWARDS.

☞ *Mofussil Constituents are requested, before taking delivery of their Goods, to see that the weight agrees with the Railway receipt.*

LOCAL AGENTS.

Mr. JAMES PEARS

COMMERCIAL INTELLIGENCE

FRIDAY EVENING, 6TH APRIL 1877.

CONSOLS in London yesterday were unchanged at 96¼, but French Rentes had advanced from 108½ to 109¼, which, if these indications are worth anything, would seem to show that the political situation is at all events no worse than it was.

Reuter's report of yesterday's Liverpool Cotton Market confirms the less favourable closing advices received in private messages of the previous day. The day's sales were only 10,000 bales, and supplies were freely offered. Spot prices show a decline of 1-16d. per lb. in Fair Dholleras, Fair Oomrawuttees and G. F. Tinnevelly, and ¼d. per lb. in G. F. Gimried Dharwar, Fair Scinde and Fair Hingunghat. For arrivals Reuter gives no quotations, but from private sources we learn that there were sellers of G. F. Dhollera at 5¼d. and Fully Good Fair at 5½ per lb. via Cape. The Manchester Piece Goods Market is steady and the receipts at the American ports continue to fall off from day to day, which are favourable features so far as they go, but the enormous stocks in Liverpool are sufficient to overshadow all other influences at the moment.

Yesterday's telegrams from New York quote Mid. Uplands on the spot at 11¼ cents, a decline of ¼, and July shipment at 11 13/16 cents, an advance of 1/16 cent. per lb from the previous day. The receipts at the U. S. ports to date are as follows :—

	1877. This week.	1876. Last week.	1875.
Thursday's Receipts	3,000	1,000	4,000	4,000
Six days' do.	28,000	23,000	46,000	31,000
Total since 1st Sept.	3,736,000	3,804,000	3,215,000	

In the London General Produce quotations we notice a fall of 1s. per cwt. in Mid. Plantation Ceylon Coffee, but there is a better demand reported at the decline. Cocoanut Oil and Seeds are unchanged. The weekly quotations for Metals exhibit no alteration; and Enfaced Rupee Paper in London is quoted the same as on Thursday last.

The Bank of England return for the week ending on Wednesday is again unfavourable. Discounts are less by £900,000—the enormous increase in this item in the previous return being doubtless due to the usual quarterly renewals—but there is a falling off in the Reserve of Notes of £900,000 and in Bullion of £500,000. The proportion of the Reserve to Liabilities has receded from 39¼ to 38⅝ per cent., but 6 months' sight Bank Bills are still discountable at 2½ per cent., or ½ per cent. above the Bank rate, by no means indicating any apprehension of a rapid rise in the value of money.

Bar Silver is quoted by Reuter at 53⅜ per oz., a quotation which is confirmed also by private advices. Reuter reports no shipments of specie from England for the East, but it is currently reported that a considerable amount of Silver has been shipped, some say 18 lacs, others 25 lacs. The same omission took place last Thursday, when we understand, a small amount was actually shipped from Southampton.

STERLING EXCHANGE opened this morning with a very firm appearance at fully yesterday's closing rates, and for a time the tendency, if anything, was upwards. Very few private bills, however, were forthcoming and this led to a slightly easier feeling in the afternoon, the Banks being willing buyers at current quotations, say :—

Bank Bills, on demand	...1s. 5d.	per Rupee.
Bank Bills, 6 months' sight...	1s. 5 15-16d.	,,
Credits,	3 months' sight...1s. 8¾ to 15-16d.	,,
Documents,	3 months' sight...1s. 8 15-16d.	,,

On Calcutta rates are unchanged, say par for demand and 98¾d. for 60 days' sight.

GOVERNMENT PAPER to-day has been quieter and in less request. We quote Fours at Rs. 97¾; Fours-and-a-half, Rs. 98; Fives-and-a-half, Rs. 102.

SHARES to-day have been quiet but steady with few fluctuations. Bank shares are unaltered. Colaba Land shares are Rs. 5 lower, New Berar Press Co. Rs. 5 higher. In Spinning and Weaving Companies an advance of Rs. 15 is quoted in Flemings, Rs. 10 in Bombay United and Colaba, and Rs. 5 per share in Nursey.

COTTON has been very dull with no business of importance and prices may be quoted Re. 1 to Rs. 2 per candy lower. Sellers display decidedly more disposition to effect sales, and as supplies are rapidly increasing, there is some hope of our currencies approaching nearer to Liverpool arrival prices, should the telegrams thence continue to advise quiet markets. The receipts yesterday were 12,340 bales, making a total of 67,716 bales for the week as against 53,052 bales for the corresponding week last year and 54,625 bales in 1875. Considerable inconvenience has been caused to shippers to-day by something of the nature of a strike amongst the Press and Bunder coolies, who it appears, disapprove of the steps being taken by the Municipal authorities in removing a number of their friends and relations to the famine sheds on the Flats. The loading and discharging of most of the vessels in harbour and work at nearly all the Cotton Presses has been suspended in consequence, and if the movement lasts great inconvenience and loss will result to merchants tied to time for their operations. Closing quotations to-day are as follows :—

Good Broach, Ready	.....Rs. 204	per Candy f. p.
Good Omra.	,, ...	189	,, ,,
F. G. Ito F. do.	,, ...	187	,, ,,
G. F. do.	,, ...	184	,, ,,
Good Dholleras May	.....	191	,, ,,
F. G. F. do.	,, ...	189	,, ,,
G. F. do.	,, ...	185	,, ,,

FREIGHTS are quiet in the extreme. By steamer for Liverpool £2 is still the quotation, but shippers, as a rule, are holding for £1-18-9. By sail rates have been offering at £2-2-6, without leading to much of a business.

PIECE GOODS are very quiet with no change either in position or prices. A moderate business has been duing in local yarns at an improvement of ¼ anna per lb.

BOMBAY BILL AND STOCK LIST.

BANKS.

Banks	No. of Shares.	Nomnl. Value p. sh.	Paid up.	Last Dividend.	Cash. Rates per Share.
		Rs.	Rs.	p. a.	
Agra Bank	100,000	100	all	6 p. ct	115
Bank of Bengal	40,000	500	all	6 do.	0-9 xd.
Bank of Bom bay	20,000	500	all	10 do.	707½
Bank of Madras	10,000	500	all	8 do.	635
Chartered Mercantile Bank of I. L. & China.	30,000	250	all	8 do.	300
Hong. & Shanghai Bank.	40,000	125	all	8 do.	385
Chartered Bank of India and China	40,000	200	all	5 do.	200
National Bank of India.	37,220	250	125	6 do.	115
Oriental Bank	60,000	250	all	10 do.	495

LAND COMPANIES.

Colaba Land Co. (New).	3,948	2,000	all	25	950
Prove Land and Pier Co. Limited	7,500	150	all	..	110
Mazagon Land	1,750	2,000	1,000	20 p. s.	675
Port Canning Land Company, Limited	6,000	1,400	all	10 do.	215 xd.

PRESS COMPANIES.

Akbar Cotton Press Co.	150	5,000	2,850	150 p.s.	1,100
Albert Co., Kurrachee	200	2,000	1,100	150 do	8/5
Albert Ginning Co.	100	500	all	18 p.c.	650
Apollo Press Co.	750	2,750	2,209	32 p.s.	400
Bellary	175	500	all	60	720
Berar Company (New).	155	500	all	40 p.s.	455
Indian Press Co.	1,000	500	all	40 do.	230
Broach Cotton Co.	400	250	all	10 do	73
Carwar Co.	1,000	1,500	all	75 do	675
Colaba Press Co.	500	1,000	all	50 do	570
Dhollera P. and G. Co.	600	500	all	15 do	225
East India Press Co.	352	1,000	all	100 do	700 xd.
Port Press Co.	150	8,000	250	225 do	1,200
Imperial Press Co.	200	500	all	35 do	340
Mofussil Press and Ginning Co.	1,150	..	1,400	100 do	340
Prince of W. Press.	3,125	400	350	25 do	345
Sassoon's Press Co.	120	..	1,500	250 do	410
Scinde Press Co.	600	500	all	50 do	420
Scinde & Punjaub Cotton Press Co., Ltd.	400	850	750	67½ do	445
Victoria Cotton Gin and Press Co.	100	1,000	925	165 do	1,625
Volkart's United Press Co.	150	850	all	12 p.c.	600 nl.
	450	1,000	1,000	75 p.s.	63 0

SPINNING AND WEAVING COMPANIES.

Alexandra S. and W. Co.	750	1,250	all	50 p.s.	1,035 xd.
Alfred Mills Co.	250	2,000	80	p.s.	1,100
Alliance Spinning	500	2,500	all	100	2,475
Anglo-Indian S. and W. Company	30,000	100	80	..	68
Bhowanipur M. and P. Company	300	2,000		100 p.s.	1,600
Bombay United	900	1,000	all	60 p.s.	1,150 xd.
Bombay Hemp and Jute Mill Company	2,000	300	all	..	280
Breach Mills	2,000	500	all	10 p.s.	140
Colaba S. and W. Co.	900	1,000	all	40 p.s.	870
Coorla S. and W. Co.	1,000	1,000	all	..	980
Central India S. and W. Company	2,500	500	450	..	650
Dharumsey Spinning	3,000	2,000	all	50 p.s.	1,075
Fleming S. and W. Co.	1,500	1,000	all	50 p.s.	1,1 5 xd.
Great Eastern	1,400	1,000	all	80 p.s.	1,340
Hindustan S. & W. Co.	875	1,000	all	40 p.s.	1,150
Hydraisad S. and W. Co.	700	1,000	1,000	..	980
Jewraj Balloo Mills	750	1,000	all	45 p.s.	1,125
Khandesh Spinning	750	1,000	all	60 p.s.	1,161 xd.
K. Mucoonjee S. & W. Co.	1,000	1,000	all	..	1,010
Madras Spinning W. Co.	300	1,250	all	Nil	1,080
Madras U. Spinning	425	1,000	all	80 p.s.	1,230 xd.
Manchester & Bombay S. and W. Co.	30,000	50	45	..	45
Mandvie S. and W. Co.	1,200	500	all	..	420
Manockjee Petit's	2,500	1,000	all	70 p.s.	1,430
Morarjee Spinning	1,043	1,000	all	70 p.s.	1,330 xd.
Managon S. and W. Co.	2,000	5,000	..	..	920
National S. and W. Co. of India	950	1,000	all	..	945
Nerlad S. and W. Co.	400	1,000	all	..	925
Nicol Press Manufacturing Co., Ld.	600	2,000	all	..	950
Nursey S. and W. Co.	2,500	400	all	..	390
Oriental	1,000	625	all	50 p.s.	870
Prince of Wales Spinning	600	1,250	all	..	1,160
Sassoon S. & W. Co.	1,500	1,000	all	..	1,000
Soonderdas Spinning	1,500	1,000	all	50 p.s.	910
Do do. ½ Share.	800	1,000	250	125 p.s.	200
Sholapore S. and W. Co.	500	1,000	all	..	940
Victoria Mills	1,500	1,000	all	..	700

*Per Share for the half-year.

MISCELLANEOUS.

Bombay Burmah Trading Corporation	1,000	2,500	1,500	30½ p.s.	1,895
Bombay Gas Company	1,400	150	all	45 p. ct	60
Bombay Saw Mills Co.	600	1,000	all	80 p.s.	725
Landing and Shipping Co. of Kurrachee, Ltd.	500	500	200	36 p. s.	240
Malabar Company, Ltd.	1,150	200	100	7½ p. ct	7½
Mechanics' Building Co.	1,000	500	all	p. s.	25
Tramcar and Co.	1,920	500	all	p. ct	455
Yiegee Patent Slip Co.	5,000	250	all	6 p. ct	83

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic for the Week ending 31st March, 1877.

Open 1,268¾ Miles.

	Rs.	a.	p.
Coaching	1,19,404	3	6
Merchandize	7,01,899	0	0
Telegraph	1,189	0	0
Municipal Trains	431	8	0
Total Rs.	8,22,924	11	6

Corresponding week last year open 1,268¾ Miles	Total Rs.	6,98,214	14	4
Increase		1,24,709	13	2

EXPORT OF BULLION AND SPECIE.

WE have received the following valuable summary of the export of bullion and specie to the East for the year 1876 from Messrs. Page and Gwyther. The places to which the shipments have been made, together with a comparison of the totals with those of 1875, are shown in the subjoined table. The net increase during 1876 amounts to 8,843,3121 :—

Shipped to	Gold.	Bar Silver and Coin.	Mexican Dollars.	Total during 1876.	Total during 1875.
	£	£	£	£	£
Sundry—					
Gibraltar					
Malta	1,171,230	2,022	—	1,173,252	714,088
Constantinople					
Syria					
Suez					
Alexandria	2,257,015	13,460	—	2,270,475	632,288
Aden—					
Seychelles	67,148	7,1?0	—	74,328	105,087
Mauritius					
Reunion					
Ceylon—Australia	22,163	395,275	—	417,438	131,950
Bombay	174,546	5,736,485	—	5,913,031	2,008,372
Madras—Pondicherry	134,931	11,082	—	140,013	178,357
Calcutta	44,326	2,261,450	—	2,305,776	531,447
Singapore—					
Penang	10,800	6,510	864,151	881,461	896,740
Batavia					
Saigon					
China—					
Hong Kong					
Swatow					
Amoy	83,990	847,650	1,053,598	1,985,238	1,105,582
Foochow					
Shanghai					
Japan					
	4,966,149	6,283,114	1,897,749	15147012	6,303,700

The amount of the India Council Bills drawn during 1874, 1875, and 1876, as well as the average for the last ten years, is shown in the following table :—

	1874.	1875.	1876.	Average of last 10 years.
	Rs.	Rs.	Rs.	Rs.
On Bombay	2,56,85,000	6,07,38,000	4,84,28,940	2,43,81,984
On Madras	14,89,000	34,74,000	48,05,550	30,87,408
On Calcutta	8,33,26,000	9,87,88,000	7,87,61,000	7,53,84,576
	11,05 00,000	16,30,00,000	13,19,95,490	10,28,49,968

The publication of these statistics has been, we are informed, unavoidably delayed, owing to the time required to obtain the final returns from Suez and other places.—*Overland Mail.*

SHIPPING INTELIGENCE.

THE SHIP ABERFRAN, 1,090 tons, Captain B. Davies, will sail to-day for Koongerpolder, with a general cargo.

THE SHIP CAPE COMORIN 1,199 tons, Captain J. D. Haswell, will sail to-day for Dunkirk, with a general cargo.

THE SHIP RAJPOOT, Captain J. R. Andrew, spoke 22nd January Barque Sarrah Scottt, Lat. 37.32 S., Long 620 W.; report all well.

THE SHIP ALLEGIANCE, 1,180 tons, Captain J. James, arrived in harbour yesterday from Liverpool (November 21st), with a cargo of 1,749 tons coals. The vessel is consigned to Messrs. Owen and Okell.

THE SHIP LADY LYGAR, 1,206 tons, Captain J. Hughes, which arrived in harbour on the 5th inst. from Cardiff (December 1st), brought a cargo of 1,758 tons coals. The vessel is consigned to the Captain.

THE S. S. BORRODAILE, 990 tons, Captain W. Davis, arrived in harbour yesterday from Liverpool (February 24th), via Malta and the Suez Canal, with one deck passenger and 1,275 tons coals. The vessel is consigned to Messrs Edward, Bates and Co.

THE S. S. RINALDO, 1,283 tons, Captain W. Newman, will sail to-day for Liverpool via the Suez Canal, with a general cargo, and the following passengers :—Major and Mrs. Rutherford, Captain and Mrs. Bogshaw and three children, Mr. and Mrs. Maynard, four children and nurse, and eleven deck passengers.

ARRIVALS.

Apr.	Vessels.	Commanders.	From.
6	Borrowdale (s)	Davies	Liverpool. Feb 24.
	Allegiance	James	Liverpool, Nov 21.
	Peter Drung	Williams	Moulmein, Mar 4.

DEPARTURE.

Apr.	Vessel.	Commander.	Destination.
6	Oorun (s)	Baker	Coast and Cutch

The following vessels obtained their port clearances yesterday :—

Ship Aberman, Davies, to Koongerpolder.
Ship Cape Comorin, Haswell, to Dunkirk.
Steamer Rinaldo, Newman, to Liverpool.

The following vessels were entered out for loading yesterday:—

Steamer Virago, to Liverpool.
Ship Wm. Douglas, to direction.
Barque Loochoo, to Bremerhaven.

CALCUTTA.

ARRIVAL.

April. 2 Burmah (s) ..... Smith ..... Bombay, Mar 10.

DEPARTURE.

April. 2 Mirzapore ....

PASSENGERS.

Per Burmah—Mr Christain, Mr and Mrs Arnott and 2 children, Messrs Farry, Boue, and Sattor, Major McNeel, Mrs Ravenshaw and Mr Woolridge.

MADRAS.

ARRIVALS.

April.
3 M. of Londonderry. ..... Poorce.
El Dorado (s) ..... London.
Belted Will ..... Balasore.
4 Suzerain ..... Balasore.
Brice ..... False Point.

April. DEPARTURE.

4 Oriental (s) .... Rongoon and N. Ports.

PASSENGERS SAILED.

Per s s Oriental—From Madras to Maulmeinam.—10 Natives. To Coconada—Miss Co s, Mrs Anne Brady and one servant. To Akyab—Police Constable Mahomed Saib. To Bimlipatam—Mr James Connor, Dr Riding and two servants. To Gouanalpore—To native women. To Rangoon—Mr C A Bird, Mr and Mrs Rowlands, Mr John Burger, Mr Dinshaw Cowasjee and and twenty natives.

DAILY IMPORTS.—APRIL 6.

FROM LIVERPOOL.

Zante s—5 cases tinned plates and 7 casks hardware, Hassumally Lallmeya; 30 casks stout, D D Shah; 85 kegs iron nails, Aboodia Fazelally.
City of Batimore s—365 bundles sheet iron and 263 bundles bar iron, Tyebalie Recordally.
Nelli Marie s—99 barrels pitch and 50 runlets tar, Moosajee Mahomedkhan.
Cella s—1 case copper sheets, Hurripursad Suntookram; 20 cases sherry and 12 cases port, Edwards and Co.
Parsee s—100 cases candles, Eduljee Pallunjee Battlewalla.
Tuscany s—7 cases chinatore, A Escofally.
Europa s—38 bars iron, W Nicol and Co; 156 bars and 12 bundles hard iron, Abdoolarsman Sailymohomed.
Childe Walthal s—21 cases portwine, D D Shah; 25 cases yellow M sheets, Campbell, Mitchell and Co; 50 barrels roll sulphur, Memedally Lookmanjee.

FROM LONDON.

Parsee s—100 casks beer, D D Shah; 5 casks hardware and 70 kegs nails, Hassumally Lallmeya.
Mirzapore s—13 casks beer, Eduljee Nusserwanjee Colabawalla and Co.

FROM GLASGOW.

Tuscany s—5 hogsheads portwine and 50 cases rum, Jamsetjee Nowrojee.

DAILY EXPORTS.—APRIL 6.

FOR LIVERPOOL.

Newark—500 bales cotton, Stearns, Hobart and Co.
Rinaldo s—250 cwts myrabollams, Joseph Soares; 125 bales cotton, Veneehund Joetta.
Khersonee s—1,000 cwts myrabollams, Vurjbookan Hurgovundass.
Wickham s—63 bales cotton, Cooverjee Lilladhur; 175 bales cotton, Jafferbhoy Simpson and Co; 100 bales cotton, Govirdhundass Runchordass; 70 casks cocoanut oil and 294½ cwts coir yarn, Mooljee Jetha and Co; 500 cwts myrobolams, Rallli Brothers; 250 bales cotton, Gaddum and Co; 100 bales cotton, Killick, Nixon and Co; 42 bales cotton, Luckmeda Khimjee.
Europa s—2312 cwts behadanus, Lilladhur Pursotum; 400 cwts wheat, Killick, Nixon and Co; 100 bales cotton, Hurridass Gangjee.
Zante s—2,400 cwts wheat, H Clason and Co.
Prine Frederick—200 cwts bones, Wcomerbhoy Chandabhoy.
Dunottar Castle—980 cwts myrabollams, and 300 bales cotton, Gaddum and Graham and Co.
Europa s—100 bales cotton, E Spinner and Co.
Aldergrove—18 bales wool, Lilladhur Hurridass; 150 bales wool, Nurree Khuttow.

FOR LONDON.

J C Stevenson s—2634 cwts coir yarn, and 52 cwts ginger, Nanjee Rearjee; 63 cwts dry ginger, Canjee Rowjee; 3,750 cwts rapeseed, Ephraim Sceddon and Co.
Stag s—400 cwts wheat, Hurridass Gangjee; 6,99 cwts rapeseed, Killick Brothers.
Mirzapore s—25 cases shawls, Myadass Ramchunder; 10 c ases shawls, Tarachund Gunshamdass; 1 case shawls, Nundram Beerar; 5 bales hides, Hajee Mamed Hajee Esmail; 20 bales hides and 13 bales skins, Ismail Rossool; 22 bales skins and 13 bales hides, C E Mahomed Mamed and Co; 14 bales hides and 15 bales skins, Y A S Mohidin Saheb and Co; 30 cwts behada, Noor Mahomed Latiff; 1 bundle carpets, Aldridge Salmon and Co; 3 bundles and 1 piece E to th Volkart Brothers; 100 cases olibanum, Allard Munjee; 3 cases shawls, Sir C Forbes and Co.
Naples s—130 cwts banda and 65 cwts B horns, Ruzubally Allyruzr.

FOR PORT SAID.

Nuphar s—300 bales cotton, Knoop and Co.

FOR FALMOUTH.

Professor Mahon—3,300 cwts rapeseed and 200 bales cotton, Gaddum and Co.
Zephyrus—900 cwts linseed, Gaddum and Co.

FOR HAVRE.

Centennial—400 bales cotton, St arne, Hobart and Co.
Clydesdale—2,250 cwts rapeseed, Geo Lockhart and Co.
Mirzapore s—90 bales cotton, Gaddum and Co.
Minerva s—257 cwts rapeseed, Halli Brothers.
City of Dunedin—180 cwts bones, Abdoola Moosa.

FOR MARSEILLES.

Mirzapore s—6 cases shawls, W Nicol and Co.
Bengal s—4994 cwts coffee, and 300 bales cotton, A Blaschcck and Co; 225 bales cotton, Jules, Siegfried and Co; 300 bales cotton, Gaddum and Co.

FOR GENOA.

Europa s—400 bales cotton, Cassels and Co.

FOR VENICE.

Pollux s—100 bales cotton, W Nicol and Co; 100 bales cotton, Siam s—200 bales cotton, Lyon and Co.

FOR TRIESTE.

Pollux s—200 bales cotton, W Nicol & Co; 100 bales cotton, H Clason and Co; 280 bales cotton, Volkart Brothers.

FOR CALCUTTA.

Africa s—200 bales cotton, Anderson and Co; 48 bales cotton, Young and Co.

FOR HONGKONG.

Africa s—30 packages cloves, Nenzikee Khoosildass.
Orissa s—56 packages raisin and 110 bales twist, Jairazbhoy Peerbhoy; 200 bags copiate, Jaichund Lallchund; 50 packages cloves, Nanjeebhoy Dood-tabooseein; 63 bales twist, 25 cases fishmaws and 150 cases sharkfins, Currimbhoy Ebram; 30 cases sharkfins, Fazulla Khakee; 46 cases sharkfins, Dhurmsey Vedjee; 552 cwts sandal wood, S N Dunatee; 31 packages kismis and 17 packages cloves, Currimbhoy Ebram.

HIGH COURT.—7TH APRIL.

(Before the Honourable the CHIEF JUSTICE and the Honourable SIR CHARLES SARGENT.)

For Investigation under Sec. 305 of Act VIII of 1859.

601-75—In person—Dajiba Gopajee vs Sha Sakalchund Nagurdass—Jafferson and Payne.

15-76—Jafferson and Payne—Sha Sakalchund Nagurdass vs Dajiba Gopajee—In person.

Appeals for hearing and final disposal.

586-74—Hearn and Cleveland—The G I P Railway Co vs H H Nawab Sha Jehan Begum of Bhopal—Jafferson and Payne—Part heard.

1109-68—J C Cama—Cursetjee Nusserwanjee Cama and others vs Goodbai—Inverarity and Hormusjee.

670-72—Tyebjee and Sayane—Mulla Isabhai Ghulam Hoossein vs Dayal Rattansi and others—Fletcher and Smith.

(Before the Honourable MR. JUSTICE BAYLEY.)

LONG CAUSE.

27-75—L Fletcher—Mahaluxmibai vs Jumnabai—Jefferson and Payne.—Part heard.

(Before the Honourable MR. JUSTICE GREEN.)

For Consent Decree.

30-77—Shapoorjee and Thacurdass—Framjee Kaikusroo and another vs Bai Dossibai—P Kavasjee.

LONG CAUSES.

316-76—Shapoorjee and Thacurdass—Cursondass Vullubdass vs Dayal Ruttonsey and another—Jefferson and Payne.

490-76—In person (Pauper)—Dhondee Chandroojee vs Bhimbai widow—N N Kothare.

269-76—In person (Pauper)—Dinbai and another vs Cursetjee Hormusjee B—Pressot and Winter.

244-77—R Skipsey—J J Rosario and another vs J Bocario and another—Craigie, Lynch and Owen.

467-76—Lynch and Tobin—The L B and M Bank Ld vs Sumsoodeen Cassumjee—N N Kothare.

332-76—J C Cama—Heerjivun Mooljee vs Ludha Cullianjee and another—Jefferson and Payne.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, April 5th 1877.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29'864
Temperature of the Air	81·7
Wet Bulb Thermometer	75·8
Dew Point	73·5
Relative humidity of Air	0·772
Extent of cloudy sky (the whole sky clouded—8).	1·2
Maximum temperature of air (read at 6 p.m.)	86·6
Minimum do. do. (read at 9-30 a.m.)	76·1
General Direction of wind	W, NW, ESE, S, WSW, W SW, WNW.
Movement of wind in 24 hours	252.

MILITARY INTELLIGENCE.

ARRIVALS.—APRIL 4.

Mitchell, Vety Surg, Bombay R H A, on leave, from Kurrachee.

APRIL 5.

Turnbull, Surg Major, Bombay M D, on leave, from Poona.
Oakley, Lieut. Bengal 8th King's Regt, on leave, from Nowsera.
Garnett, Major, Bengal 11th Lancers, on leave, from Umballa.

APRIL 6.

Wilkinson, Riding Master, Madras 20th Bd R A, on leave, from Secundrabad.

DEPARTURE.—APRIL 6.

Haines, Surg Major, Bombay A M D, from leave, to Mhow.

MADRAS GOVERNMENT ORDERS.

(*Fort St. George Gazette*, April 3.)

PUBLIC DEPARTMENT.

Mr A MacGregor, Resident of Travancore and Cochin, furlough to Europe on medical certificate for two years, under Sec 12 of the Civil Leave Code.
Mr H M Winterbotham—Actg Malayalum Translator to Govt, assumed charge of the office in the forenoon of the 28th ultimo.

JUDICIAL DEPARTMENT.

Maj Frederick Jones Hicks, Supt of Police, 1st grade, Kurnool, employed on special duty in connexion with state Relief Works, to act as Deputy Inspector-Genl of Police, Central Range, during the absence of Lt-Col H D Cloete on furlough or until further orders not to join until relieved of his present duties.
Mr T G Clarke, Depy Coroner, to be Coroner of Madras during Mr H Stanbrough's employment on other duty or until further orders.
Tangirala Subbayadu, B A, to be Sub-Registrar of Vizianagram, in the Dist of Vizagapatam.

EDUCATIONAL DEPARTMENT.

Mr T Marden, B A, Inspr of Schools, 3rd class, to be Inspector of Schools, 2nd class, from the 8th Feb 1877, vice Mr E C Caldwell, retired.
Mr W R Kershaw, B A, Inspr of Schools, 4th class, to be Inspr of Schools, 3rd class, vice Mr Marden, promoted.
The undermentioned Officers have been permitted by H M's Secy of State for India to return to duty within the period of their leave.
Mr G Bickle, Principal of the Govt Normal School, Madras.
Mr John Bradshaw, LL D, Professor of History, Presidency College, Madras.

ECCLESIASTICAL DEPARTMENT.

The Rev J W Wynch, Chaplain of Coimbatore, to take charge also of the Chaplaincy of Calicut during the employment of the Rev W Wyse on civil duty or until further orders.
The Rev W B Powell, Chaplain of Bolarum, during the absence of the Rev R F Little on privilege leave or until further orders.

REVENUE DEPARTMENT.

Mr C A Bird, Actg Additional Sub-Collr, Kurnool, privilege leave for one month and fourteen days, on medical certificate, under Sec 31 of the Civil Leave Code.
Mr R J Melville, Actg Protector of Emigrants, Madras, assumed charge of the office from Mr J Hunter-Blair in the afternoon of the 31st ultimo.
Mr J B Pennington, Collr and Mag of Tinnevelly, has been permitted by H M's Secy of State for India to return to duty within the period of his leave.

PUBLIC WORKS DEPARTMENT.

Mr A W Hunter, Asst Engr, privilege leave for two months and fourteen days, under Sec 32 of the Civil Leave Code, from date of relief.
Lt-Col J Mullins, R E, Chief Engr, 1st class, and Secy to Govt P W Department, is permitted to revert to the Dept, on appointment of Chief Engr (2nd class) for Irrigation and Joint Secy.
Col E A Foord, R E, Chief Engr, 2nd class, to be Chief Engr, 1st class, and Secy to Govt P W Dept, with charge of the General and the Roads and Buildings Branches.
These arrangements will take effect from the date of Col Foord's return to duty.

MILITARY DEPARTMENT.

The undermentioned Officer has reported his return from Europe :—
Col (Bgdr Genl) A C Silver, of the Infantry, arrived at Bombay on the 22nd March 1877.
Lt-Col O Morgan, S C, 2nd in Command and Wing Commander, 5th Regt N I, is permitted to proceed to Europe on furlough on private affairs for two years, under Rule IX of the Regulations of 1859, with the necessary subsidiary leave, and to embark from Bombay.
Lt-Col A F F Bloomfield, S C, is permitted to proceed to Europe on furlough on private affairs for two years, under the Regulations of 1868, with the necessary subsidiary leave, and to embark from Madras or Bombay.
Lt-Col H M Nepean, S C, Wing Comdr 37th Grenadiers, is permitted to proceed to Europe on furlough on private affairs for one year, un er Rule IX of the Regulations of 1868, with the necessary subsidiary leave and to embark from Tuticorin.
Lt-Col E I Rankin, S C, Supt of Pensions, is granted privilege leave of absence for sixty days from the 2nd April 1877, or date of departure; Lt-Col L H Lake, Offg Staff Officer and Supt of Details, Fort St George, performing the duties of the appointment on the responsibility of the former officer.
The services of Surgn W Price, M D, 10th Regt N I, are placed at the disposal of the For ign Dept.
The undermentioned Civil Officer is permitted to retire from the service from the 1st April 1877, under the provisions of G O G G No 61 of 1877, republished in Madras G O G No 49, dated 16th Jan 1877 :—
Lt-Col (Bt Col) John Norman Hector Maclean, S C, ordinary pension £456-5, extra annuity £768-12, to be paid in England.
Lt-Col (Bt Col) Robert Bandon, S C, ordinary pension £416-5, extra annuity £533-12, to be paid in England.
Lt-Col Edward Adolphe Mottet, S C, ordinary pension £492, extra annuity £768-12, to be paid in England.
Lt-Col William Robert Mesham, S C, ordinary pension £292, capital zed value of annuity £640, £340 to be paid in India, remainder in England.
Lt-Col Selwyn New, S C, ordinary pension £292, extra annuity £204, to be paid in England.
Lt-Col Christopher Hellyer Bidek, S C, ordinary pension £492, extra annuity £707-8, to be paid in England.
His Grace the Govr in Council is pleased to make the following appointment :—
1st-Class Vety Surgn F G Shaw, to officiate as Inspecting Vety Surgn, from the 9th April 1877, vice Holloway, who vacates.

CALENDAR FOR THE ENSUING WEEK.

From 8th April to 14th April.

Date.	Remarkable Days.	Sun Rises. A.M.	Sun Sets. P.M.	High Water.	Low Water.
April		H. M.	H. M.	H. M.	H. M.
Sun. 8	Low Sunday	5 50	6 14	7 39 m 8 37 a	2 10 m 1 42 a
Mon. 9	.....	5 49	6 14	9 32 a 9 21 a	3 5 m 2 55 a
Tues. 10	.....	5 48	6 14	1 9 43 m 2 9 56 a	3 40 m 3 44 a
Wed. 11	The Overland Mail may be expected to-day ...	5 47	6 15	10 22 m 10 24 a	4 12 m 4 20 a
Th. 12	.....	5 47	6 15	10 54 m 10 47 a	4 39 m 4 52 a
Fri. 13	.....	5 46	6 15	11 26 m 11 17 a	5 3 m 5 26 a
Sat. 14	.....	5 54	6 15	11 57 m 11 43 a	5 31 m 5 57 a

POSTAL NOTICES.

OVERLAND MAIL.

As the Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every *Monday* soon after 7 P.M., the following are the hours for closing Mails :—

Letters will be received at the General Post Office up to 5-30 P.M.
Newspapers, Books, and Patterns up to 3 P.M.
Registered Letters up to 2 P.M.
Registered Letters, if fully prepaid together with an extra fee of 2 annas, will be received at the General Post Office between 2 and 4 P.M.
Late letters, if fully pre-paid by means of stamps in respect both of postage and of the late letter fee (2 annas each), will be received at the Wellington Pier Post Office from 5-30 to 6-30 P.M.
The latest hour for posting ordinary Overland Covers at the several Branch Post Offices is 4 P.M., and registered letters at 1 P.M.
Fully pre-paid letters will be received on board the Overland Mail Steamer after 5 P.M., and up to starting time (7 P.M.) by the payment of an additional fee of 4 annas. All others will be refused.

DESPATCH OF INLAND MAILS FROM BOMBAY.

The after packet, hitherto made up at the General Post Office has been abolished, and the times for posting extended to the hours given in the subjoined table.
A Post Office has been established at the Bore Bander Railway Station, where Letters and Papers, too late for the Mail closing at the General Post Office, are received *without fee* up to 5 minutes of the departure of Trains.
No Letters or Papers can be posted in the Railway Carriage Letter Box.

| MAILS. | Latest hour for Posting At General Post Office. Ordinary Letters

LATEST INTELLIGENCE

[REUTER'S TELEGRAMS.]

THE RUSSIAN PROTOCOL.

LONDON, 6TH APRIL.

The Russian Protocol has been published of which the following is the substance:—The Protocol recognises the necessity of maintaining the European concert on the Eastern Question ... in favour of a rectification of the frontier of Montenegro. It invites the Porte to replace its army from a war to a peace footing and takes cognisance of the promises of reforms made, which it hopes will be energetically executed. The due execution of these reforms will be watched by the Ambassadors of the six guaranteeing Powers at Constantinople, and if they are disappointed the Great Powers will then consider together the best means of securing the well-being of the Christian subjects of the Porte and the general place.

TURKEY AND THE PROTOCOL.

CONSTANTINOPLE, 5TH APRIL.

The Porte is displeased with the Protocol and will probably refuse to disarm immediately.

The special Delegates from Montenegro still maintain the demand made by Prince Nikita on the Porte.

Great uncertainty exists as to the course events may take.

THE MAILS.

LONDON, 5TH APRIL.

The Bombay mails of the 19th ultimo arrived at Brindisi to-day.

LONDON, 5TH APRIL, AFT.

The Liverpool Cotton Market closed with supplies freely offered. Surats supplies freely offered.

The London Cotton Market has been quiet.

Fair Dhollera	5½d.
The Manchester Market has been steady.	
Exchange on India.....	1-8⅛
4 per cent. Rupee Paper	84½
4½ per cent. do.	84¾
5½ per cent. do.	88½
3 per cent. Consols for account	96½
5 per cent. French Rente, 1872	109½
Bar Silver	53⅜.

The Bank of England returns for the week ending yesterday show the following results:—

Reserve of Notes....	£11,900,000....	Dec. £900,000
Bills Discounted....	£22,900,000....	Dec. £900,000
Bullion	£26,000,000....	Dec. £500,000

The proportion of the Reserve to the Liabilities, 38⅜.

Arrival—Zorbino.

LINE REPORTS.—6TH APRIL.

Cable right to Fao. Turkish line righ to Pera. Persian line right to London.

STEAMER REPORT.

GALLE, 6TH APRIL, 12-45 A.M.

Steamer Indus, from Aden, arrived.

RATES OF EXCHANGE ON LONDON.

Bank Bills,	on demand	1s. 8¾d.	per Rupee
Do.	6 months' sight ...	1s. 8 15-16d.	,,
Credits,	3 ,, ,, ...	1s. 8⅞ to 15-16d.	,,
Documents,	3 ,, ,, ...	1s. 8 15-16d.	,,
Sovereigns		Rs. 11-8 each.	

WE regret to hear that Dr. Weir, Health Officer, is seriously unwell.

SENOR DE SOARES, the Portuguese Envoy, accompanied Lord Lytton in the special train on Monday, to Lucknow.

MAJOR C. E. BATES, B. S. C., has been appointed Private Secretary to Mr. Egerton, the new Lieutenant-Governor of the Punjab.

THE P. and O. Company have, it is said, contracted with Messrs. Caird and Co. of Greenock, for the construction of a steamer of 5,200 tons register, with engines of 700 horse-power (nominal), to carry over 200 passengers and a large cargo.

Despite of the difficulties under which the managers have contended lately, it is said that the funds of the Great English Derby Sweep at Umballa already exceed Rs. 20,000, and with nearly two months still to run will probably this year attain an unusual magnitude.

WE are glad to learn that the Government of Bombay has appointed Dr. Cooke and Dr. Carter to inquire into the nature of the disease which has appeared among the famine immigrants, and which has been stated by Dr. Blaney to be an epidemic relapsing fever.

"A HANDSOME dinner-set for four" is an item that appears in the advertisement of the effects of a retired Commissioner, N. W. Provinces—and an "honourable" to boot. It is a significant item, too significant, indeed, for comment to be worth while. But what scenes of lavish hospitality that set "for four" must have witnessed! *the Englishman* exclaims.

COLONEL J. P. WATTS, Officiating Commissary General, Madras, leaves India this month, and will probably not return, as he becomes entitled to Colonel's allowances in March 1879. He entered the Army Commissariat Department twenty-seven years ago, or three years after Colonel Loudon, the Commissary General. The latter becomes entitled to the allowances in August next year.

HIS EXCELLENCY the Viceroy left Calcutta on Monday evening *en route* to Lucknow. His Excellency left Government House a little after 5 P.M. under a salute of thirty-one guns, and drove off to the Howrah Station, where he was met by the Commissioner of Police and the Commissioner of the Burdwan Division, and the Viceregal party then left by a special train. The Viceroy reached Lucknow at 7-30 on Tuesday evening.

THE idea of collecting, in order to popularize, the Folk songs of India is again before the public, but the system proposed, viz., to authorize the Agra Archæological Society to relieve its talented President from his onerous official labours in order that he may trifle with rhymes, is not one to commend itself, the *Englishman* thinks. The Folk songs are wanted not as vehicles for pretty versing, but for the interest, or, in cases, the beauty of the people's phraseology and ideas, and if the Folk lore is really to be collected as proposed, the revision of the translation should be entrusted to honest and hard workers, such as Mr. R. Griffith and Mr. W. Waterfield in Upper India, or the late Mr. Gover in Southern India. Exactly what is not wanted is tinkering of the ballads, however daintily the tinker may work.

WALTER CAMPBELL, late of Skipness, Argyleshire, "has gone over to the majority." He died about the 22nd of February, rather suddenly, at Barucleuth, Lanarkshire. Although most of his friends must have left India, there may be a few left to heave a sigh when they think that the *Old Forest Ranger* will never face a tiger, nor give a death-hollow again. *My Indian Journal*, published many years after the *Old Forest Ranger* is by far the more interesting book of the two, being, in fact, a narrative of the actual facts upon which the romance of the *Forest Ranger* was built. George Campbell, of the Bombay Civil Service, was the better shikaree of the two brothers, and probably a keener observer of nature. He died many years ago. George's wife, and Walter's pen, sufficed to give, with Walter Elliot's notes, a most interesting book to the public in the *Journal*.

THE *Civil and Military Gazette* publishes the following remarks about the two travellers from Central Asia whose arrival in India we announced a few days ago:—"Colonel C. M. MacGregor, C. S. I., A. Q. M. G., has arrived at Jacobabad. We cordially welcome this distinguished officer on his return to India. Sent by Lord Salisbury on special duty to explore the unknown country about the desert of Kharan, he has successfully accomplished all the objects of the reconnaissance. Severe exertion and long continued travel, combined with much personal hardship, have not, we are glad to hear, had any ill effect on the robust constitution of the soldier whose two months' diet of flour, ghee, and salt water has but trained a vigorous frame into admirable condition. Colonel MacGregor's account of his explorations will be received by the public with avidity; and we trust that no official red tapeism may be permitted to stand in the way of its early publication. Officers of Colonel MacGregor's stamp and services, however, contrast too forcibly with many who rank among 'the powers that be,' to lead us to hope that an unreserved narrative will be permitted."

MR. STANLEY, the African traveller, has been heard from again. We find the following paragraph in the *Daily Telegraph* of the 13th March:—"Copious and deeply interesting despatches have reached us from Mr. Stanley under date Ujiji, August 7 to 13. The joint Commissioner of the *Daily Telegraph* and *New York Herald* has made a complete survey of Lake Tanganyika, and settled the question of the Lukuga, which Commander Cameron supposed to be its outlet. The revelations upon this head are of the most curious and complete nature. Mr. Stanley has apparently determined the problems of outlet and level, and made remarkable discoveries besides at the northern end of the lake, where he has found a spacious gulf, henceforth to be known by the name of Captain Burton, the original discoverer of the Tanganyika. Cameron, as the letters will indicate, was both right and wrong in his announcements. Our Commissioner promises many novel details regarding the products and characteristics of the lake. In another letter he describes at length the general purport of his discoveries at and about the Nyanzas, especially touching that main source of the Nile to which, and its feeding lake, he gives the name of Alexandra, in honour of her Royal Highness the Princess of Wales. His last letter, dated Ujiji, Aug. 13, reports, unfortunately, a deplorable outbreak of small-pox and fever in that station, which obliged him to prepare for an early departure. The indomitable explorer proposed to cross the country to Nyangwe, and there to determine his final course. Mr. Stanley and his English attendant, Frank Pocock—whom he most warmly praises—had both suffered from illness, but were much better."

An additional grant is required for the Loni and Bari Road, of Rs. 10,000, to enable the Superintending Engineer, Central Division, to carry on the work, the number of labourers on which has increased to nearly 6,000. The Revenue Commissioner, Southern Division, states that the extra grant may be sanctioned, but it should be understood that the work should stop with the present allotment, and the people should be transferred to the Railway works. On this matter Government have passed the following resolution:—"Government concur with the Revenue Commissioner that this work should be closed when the present allotment has been expended, or before that, if it be found practicable to transfer the work people to the Railway. If, in order to close the work properly and transfer the people, additional funds are needed, they will be granted on application being made, stating what amount is needed for the purpose; and, should it become hereafter necessary, for any unforeseen reason, or on any emergency, to re-open the work, this step can be taken, an immediate report being made to Government, who will at once provide such funds as may be necessary under the circumstances. The survey of the Dhond-Manmad Railway for upwards of 20 miles north of Ahmednuggur has now been completed, and the survey of the remaining portion is in rapid progress. Officers in charge of relief works in progress under Public Works Agency in Ahmednuggur and Nassick in the vicinity of the line of the Railway should, in correspondence with the civil officers, and with the executive engineers in charge of the sections of the Railway, make immediate arrangements for closing up as many of these works as practicable, and transferring the labourers to the Railway."

THE *Statesman*:—"Lord Lytton's speech in Council last week, in the character of a ruler anxious to deserve and inspire public confidence, was so creditable to him, that we only wish he could keep up the part all the year round. In all probability, however, we shall have no more frank explanations for the better part of a year, and the effect of his Calcutta speeches will soon be lost while, within his cloud of impenetrable secrecy, he elaborates his policy at Simla. One feature his late speech may be worth notice. He has apparently felt keenly the constant allusions made on all sides to his inexperience in administrative matters, and he has attempted to take of the point off such remarks by several references to the experience he gained while studying the Governments of European countries. It cannot be delightful to the ruler of India to meet every now and then such remarks as, 'What can Lord Lytton know about finance?' And so we we find him speaking as follows:—'In the course of an official life which at least began early, it has frequently been my hard lot to grope my way with the greatest difficulty through the financial accounts of Continental Governments, in order to place before my own Government an accurate estimate of their financial situation.' And so he gives us to understand that he is not a mere follower of Sir John Strachey, and does not necessarily think in obedience to the orders of the Secretary of State; but is in a position to have an independent opinion of his own on financial questions and particularly about extraordinary Budgets. Again, with reference to the decentralization policy he says,—'Of its principle, as the privilege of my own'ble colleague, Sir John Strachey, to be one of the official parents. But I think I may honestly say, on my own behalf, that it is not as a convert I am prepared to maintain it; at least my conversion to it dates far back in the course of my official life. It is not only in India that the conflicting principles of centralization and decentralization have been debated * * * I have watched in other countries the conflict of those principles and witnessed the issue of it,' and he goes on to refer particularly to Spain—'the Spain of Austria. These allusions to his Continental experience as qualifying him to bring a mature judgment to bear on some of the leading questions now before his Government were doubtless meant to be taken as delicate hints to Indian writers to cease making disparaging remarks about the inexperience of their Viceroy. It is at least satisfactory that Lord Lytton with his Continental experience, and Sir John Strachey with his Indian experience, think so much alike on so many questions of importance."

STATISTICS of emigration from the United Kingdom for last year have just been published, and they show, as might have been anticipated, considerable changes as compared with some previous years. The *Daily Telegraph* publishes the following summary of the figures:—"The emigrants have been fewer and the immigrants more than in the annual, so that the net loss of population to the United Kingdom is insignificant. It would seem that the total emigration was 138,222 persons, and the immigration 91,647, showing an excess of emigrants to the number of 46,575. The excess of those of British origin was 38,065 persons, against 46,447 in 1875, which in itself indicated a marked falling off as compared with the years immediately preceding. Singularly enough, too, this excess of emigration from the natives of the United Kingdom is due to the attractions not of America, but solely of Australia; and we should imagine that last year is the first since the Irish potato famine, thirty years ago, in which the number of immigrants from the United States positively exceeded the emigrants to its shores, the figures being 54,697 of the former to 54,554 of the latter. Of this emigration the Irish contingent supplied 24 per cent., against 34 per cent. in 1875 and a much higher proportion in previous years. These changes can only be explained on one hypothesis—the diminished attraction to labour which the New World has lately offered. The English artisan and the Irish peasant alike are relatively much better off than they were even the year before—that is, dull as trade has been, and high the cost of living, the dulness and the cost have been less conspicuous here than in America, and the working man has been better able to keep himself in reasonable comfort. All our recent experience confirms this. Not only did those who went to the States send home gloomy accounts of their condition and prospects, but many of them gave the most conclusive proof of their sentiments by coming back again, and the result of this twofold influence we now witness. The influx from the opposite shore of the Atlantic has surpassed in volume the efflux to it. In what direction, then, it may be asked, has the small majority of 38,065 persons gone? The answer is, almost solely to Australia, which has taken 29,112 of them. Canada has taken, on balance, 2,706; so it may be safely assumed that of the entire number at least 90 per cent. have gone to British colonies and possessions. No doubt there is an unfavourable as well as a good feature in this comparative pause to the tide of emigration. It shows that other countries are less prosperous, and that Englishmen are less enterprising. We are accustomed to hail every outward rush of steady energetic spirits which "the populous North" pours forth as another step in the onward progress of the world, for all these men in their way are pioneers. Yet we need never fear that the movement will stop, although it may be better and more wisely regulated than it was in the past.

TAYLOR BROTHERS' MARAVILLA COCOA.—Taylor Brothers, London, having the exclusive supply of the unrivalled Cocoa, invite comparison with any other Cocoa for Purity—fine Aroma—Sanative, Nutritive and Sustaining Power and will establish it as a favourite Beverage for Breakfasts, Luncheon, and a Soothing Refreshment after a late evening. For favourable opinions *vide Standard, Morning Post, British Medical Journal, &c., &c.*

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PUBLIC *VERSUS* PRIVATE CHARITY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In your leader of yesterday on the subject of Municipal assistance to the "poor and sick" from the famine districts, I observe that you have fallen into some misapprehension as regards what I meant to say and said at the last Corporation meeting,—a misapprehension which conveys quite a different impression to the mind of the reader from what is justly deducible from the tenor of my remarks. You will therefore do me the justice to allow me to offer the following rectification.

I never pretended to advocate that the Municipality should undertake the charge of *all* the famished immigrants, some 14,000 in number, however poor they might be. On the contrary, I have always maintained that relief, both in the shape of *housing* and *medical aid*, should be extended to only such of those wretches as have been "prostrated by illness" and are utterly helpless in every way. And this was also the scope of the assistance conveyed to them from the Deccan and Khandeish Famine Relief Fund, of which I was the instrument, before the Municipality came forward to minister to their wants.

I trust you have not forgotten that I guarded against being misunderstood by expressly stating—

1st. "The most elastic section 157 of the Municipal Act has at last been brought under requisition, and the Town Council, in the extremity of the circumstances, been forced to make a grant of Rs. 10,000 from the cash balance for erecting temporary sheds for the accommodation of this suffering population, and it is left to Providence and private charity to find food for them," &c, &c, &c, &c.

2nd. "This disposes of those only who are prostrated by illness."

3rd. "I submit that unless Government start some local relief works, they will go on increasing the burden of the Municipality and of private charity."

These and a host of other passages point to quite the reverse of what you have persistingly represented my remarks to mean.

I should feel obliged by your pointing to any portion of what I said, which can by any manipulation be made to afford a justification for your raillery against me.—Yours, &c.

R. N. KHOTE.

Bombay, 6th April.

*** All we can say is that we are astonished at Mr. Khote's letter. Not only did he leave the impression upon his hearers that he wished every famine immigrant in Bombay to be provided for by the taxpayers, but he appealed to his hearers to come forward in the cause of "humanity" at large.—ED. B.G.*

BOMBAY.

THE VEHAR LAKE.—The height of water in the Vehar Lake, for the week ending Saturday, 31st March, was 50 feet and 6 tenths. In the corresponding week last year it was 50 feet and 6 tenths.

POOR-BOX.—The Chief Presidency Magistrate begs to acknowledge, with thanks, the receipt of Rs. 25 from "A Friend" and Rs. 10 from "T. T.," contributions towards the funds of the Fort Police Court poor-box.

THE REV. L. RIVINGTON.—The Rev. Luke Rivington, who has been absent for some time, and has visited Madras and Ceylon, is, in consequence of his Presidency, returns to-day to Bombay and will preach at St. Peter's Church, Mazagon, at the evening service to-morrow.

THE KING OF THE BOMBAY SHARE MANIA.—We hear that Dr. Diver, whose name in Bombay in the days of the share mania was on every one's lips, and whose reign was like that of an Eastern despot, has been obliged to accept the protection of the Insolvent Debtors' Court at London; and that he has offered his creditors one shilling in the pound.

A BREACH OF PROMISE OF MARRIAGE SUIT.—Yesterday, at the High Court, Mr. Little, of Messrs. Hearn and Cleveland, presented to Sir Charles Sargent in chambers a plaint in a suit, in which Goolbaee, a Parsee female, sues Manockjee Limjee Manockjee for Rs. 20,000, damages for a breach of promise of marriage. The parties, it will be remembered, appeared lately before the Magistrate at the Girgaum Police Court.

THE BANDSTAND.—The following is the programme of music to be played by the band of the 20th Regiment Native Infantry to-day at 6 P. M.:—

Quick Step.....	Silver Threads Among.... Hare.
Quadrille	Fest ..... C. Faust.
Selection.....	Nabuc-donosor ..... Verdi.
Valse	Pearoral ..... H. Basquit.
Quadrille	Wilhelmi Elsenbahn..... Kehner.

GOD SAVE THE QUEEN.

SOLDIERS DRINKING.—On Sunday night two soldiers of the 2-11th Regiment, who had been drinking, created a great disturbance in the Nana's Pair district and frightened the poor people. They were arrested by the Police and confined in the second story of the gate. There they broke the windows and commenced throwing tiles on the passers-by. They were then given in charge of the European guard at the Savings Bank. We have not heard what has been done to these two breakers of the peace.—*Deccan Herald.*

DEATH OF MR. JAMASJEE BHOWNUGGRIA OF SURAT.—We regret to announce the death of Mr. Jamsjee Bomanjee Bhownuggria at Surat on the afternoon of Monday, the 2nd instant, at the age of 64 years. He left three sons, one of whom is an Assistant Commissioner of Customs. The deceased gentleman was a leading member of the Parsee community of Surat, and one of the delegates of the Matrimonial Court of that town. At one time he was in affluent circumstances, but with the rest of the Bombay world, he dabbled in shares in 1864-65, and came to grief. He held considerable landed estates in Surat and adjacent country, but he had to relinquish them all in liquidation of his debts. He had some land in Bhownuggur, which the late Rajа appropriated to building purposes, and for which a large claim had been set up by the deceased and his brothers, but the Secretary of State for India has, for political reasons, declined to interfere in the matter. The survivors of his family are still prosecuting their claim against the Bhownuggur Durbar. Mr. Jamsjee was well known to most of the old civilians of Bombay, by whom he was highly respected. His sad death leaves a blank in the Surat native society.

CUTTING OFF A WIFE'S NOSE.—Yesterday, at the Girgaum Police Court, a Mahomedan, named Abdoola Hussain, a weaver by profession, was brought up on remand and charged before Mr. Desabhoy Framjee with voluntarily causing grievous hurt to Murriam, woman, his wife, by an instrument for cutting, at Sion, on the 2nd March last. The prisoner pleaded guilty to the charge. The medical evidence went to show that the prosecutrix when brought to the J. J. Hospital for treatment, her nose had been cut from the junction near the forehead down to the angle on each side of the nostrils and only left on the face by a small piece of skin under the tip of the nose. The cartiledge of the nose was cut down to the bone, the parts were brought together, and the woman recovered. She had been more than a month under treatment. The wound has now healed, but she is slightly disfigured for life. The following is the decision of the Magistrate:—Prisoner is convicted upon his own admission. The offence, it seems, was deliberately planned, and the medical evidence shows the extent of the injury to the prosecutrix's nose. Prisoner is sentenced to eighteen months' rigorous imprisonment in the House of Correction with hard labour.

A NEW ORDER IN THE CHURCH IN INDIA.—The *Bombay Church Chronicle* has discovered a new order in the Church in India. Our monthly contemporary, published at the small charge of 2 annas, can omit the text of a sermon, which it publishes at long-drawn intervals and also the preacher's name, and declines to instruct its readers with a leader, but when it describes the "meeting of Bishops in Calcutta" recently for certain ecclesiastical purposes, to wit, the consecration of "the Suffragan Bishops of the Province," we are told that "never before, we suppose, had so many Princes of the Church been assembled in one city or in one building in India." Clerical assumption could hardly go beyond this. The Bishops of the English Church in India, who have really no position worth referring to, are styled "Princes," a title that does not belong even to the Archbishops in England. The assumption is of the same description as the wearing of the mitre and the use of the crosier. The mitre seems to have been left where it was first worn, at Sewree Cemetery, a fitting resting place for it, and the crosier has, apparently, been placed in some unobserved corner, where it should remain. But in these famine-stricken times we should not perhaps wonder at the ravenous hunger which compels to the picking up of any small crumbs of distinction whenever opportunity offers, inspired with the hope that some little nourishment may be got out of them.

THEFT BY RAILWAY POLICEMEN AND RAILWAY SERVANTS.—Yesterday, at the Fort Police Court, eleven employés of the B. B. and C. I. Railway Company, attached to the Colaba railway station of the said Company, of whom two were porters, one telegraph peon, six policemen and two oilmen, or lamp trimmers, were charged under sections 379 and 109 of the Indian Penal Code, with committing theft of property of the B. B. and C. I. Railway Company on the 2nd instant and abetting the said offence. The property consisted of umbrellas, sticks, carpets, copper pots, articles of wearing apparel, all of which were the luggage property of the collective value of Rs. 30. Mr. Winter (of Messrs. Prescot and Winter) appeared to conduct the case on behalf of the prosecution. The circumstances of the case are briefly these. It appears that on Monday last the 2nd instant, the station master, Mr. A. J. Pereira, at the Colaba railway station, deputed his deputy to get out lost luggage property and sort it on the platform. His directions were carried out. While this property was lying on the platform, the prisoners, watching for an opportunity while the station master and his deputy were away, indiscriminately made off with sundry portions of the lost luggage as mentioned above, and concealed them about the station premises to make off with the articles when an opportunity offered. However, their intentions were defeated by the station master, who, on going to the goods yard, was informed by David Wright, an engine driver, and a guard, both in the service of the same Company, of what had been done, and he immediately telegraphed to the police inspector, Mr. Manockshaw Dhunjeeshaw, at Grant road station, to come down at once. In the meanwhile on searching about the station, he found several articles of lost luggage concealed about in different parts of the station. Upon enquiries the prisoners were arrested, and charged with the offence. His Worship, after taking the evidence of the station master, the engine driver and the guard for the prosecution, adjourned the further hearing of the case to the 10th instant, as the prisoners expressed a desire to engage counsel to defend them.

DIVINE SERVICE.

METHODIST EPISCOPAL CHURCH.

PUBLIC SERVICE will be held at the following places during the coming week:—

Falkland Road Hall, Byculla; No. 2, Dean Lane, Fort; and at Mazagon, on Sunday, 11 a.m. and 6 p.m.; Monday, 7-45 p.m.; Thursday, 7-3 p.m. All persons are cordially invited.

ANOTHER SUIT OF THE LONDON, BOMBAY AND MEDITERRANEAN BANK.

THE LONDON, BOMBAY AND MEDITERRANEAN BANK *VS.* GHELLA HEERJEE.

THE above suit had been at hearing before Mr. Justice Green at the High Court for the last three days. Mr. Starling and Mr. Farran, instructed by Messrs. Lynch and Tobin, appeared for the plaintiffs; and Mr. Purcell and Mr. Lang, instructed by Messrs. Prescot and Winter, appeared for the defendant, who was described in the plaint as a Hindoo shopkeeper, having a shop in Hunnooman Gully in Bombay.

The action was brought to recover a call of £10 per share amounting to Rs. 2,100. A copy of the order of the 26th January 1871, known as the "balance order," was on the 23rd March 1875 served on the defendant, but he had not paid the amount, on which interest was running at the rate of 5 per cent. per annum from 24th October 1870. Defendant was settled as a contributory in respect of 30 shares on the 13th November 1867. He denied that he was indebted to the Bank in the sum of Rs. 2,100, or any other sum, and that he was now or ever had been a shopkeeper having a shop in Hunnooman Gully; but said that he never became a shareholder of the Bank. He had never had served on him any of the orders of the High Court of Chancery. In or about 1866, another person of the name of Bhut Ghella Heerjee resided in Hunnooman Gully, who was, as the defendant believed, the owner of the shares in the plaint mentioned, also resided in the lane about the same time, but he was now dead. Defendant said he never kept a shop in the lane, but simply used to dine at a house there. Witnesses were called for the defendant, whose signatures on other documents were produced. The signatures on the transfer deed and on the receipt were compared by Mr. Flynn and another interpreter with the defendant's admitted signatures, from which they were said to differ not only in the general appearance, but also in the orthography. The hearing of the case commenced on Tuesday last and concluded yesterday afternoon, when his Lordship said he would probably give judgment on Monday next.

BOMBAY ENTERPRISE.

I.—THE PRINCE'S DOCK.

THIS, one of the great docks of the world, typical of the enterprise of Bombay and destined, when completed, to add greatly to the unequalled natural advantages of her harbour, is named after H. R. H. the Prince of Wales, by whom the corner-stone was laid on the 11th day of November 1875.

Its limits extend along Elphinstone Strand from Malet Basin to Masjid Bunder. In point of size it will compare favourably with any of the great docks in England—its walls measuring about a mile and a half in length,—while in the nature of its accommodations and appliances it will be surpassed by none. It was designed by T. Ormiston, M. Inst., C.E., Engineer-in-Chief of the Port Trust, is being constructed under his supervision, and will cost when completed, upwards of a crore of Rupees (£1,000,000).

THE DOCK.

The dock proper is oblong in form and measures 1,460 ft. in length by 1,000 feet in width and has a projecting jetty 700 ft. long and 240 ft. wide. It will accommodate 26 vessels of large size and covers an area of 30 acres. The sills are laid at 58 on Bombay datum, and there will be 22·4 ft. of water on them at half-tide, 25 feet 8 in. at high water of neaps and from 26 to 30 feet at spring tides. At distances of 300 feet iron ladders are fastened into the face of the wall, and at each corner of the dock and jetty flights of handsome stone steps, nine in all, have been built for the use of sailors and others. The walls are 37 feet in height and at the bottom are 17 feet wide and are built of rubble masonry with composite facing consisting of alternate header and stretcher courses each 9 inches high with binders 3 feet on the bed and 18 inches in height, equalling two courses of the other work, there being six of these binders to every 100 superficial feet of face. The coping is laid header and stretcher alternately, headers being 36 inches at front and stretchers 18 inches. Both are 3 feet deep on the bed and stretchers are from 5 feet to 7 feet in length of face. Two hundred and eighty feet from the outer wall of the dock proper the sea wall is being built. It will be of the same height and thickness as the dock walls, and is constructed of similar material employed in the same manner. Beginning at a point 180 feet beyond the north end of the dock-walls, it follows the line of the latter, running 430 feet further at the south end. The intervening space between the two walls will be filled with moorum. There are two entrances both at the S. E. corner of the dock, measuring 60 feet and 6 inches in width. They are calculated to admit the largest troop-ships whose extreme breadth of beam does not exceed 51 feet and 2 inches. Between the two entrances lies a central pier, 60 feet wide and 260 feet long, principally of ashlar work, with granite pointing sills, hollow quoins, heel stones and roller path for the gates. The latter will be of iron, but the design has not yet been decided upon. They will be worked by hydraulic machinery. A cast iron syphon pipe being laid under each entrance containing pressure pipes for working the gear. The openings will be spanned by a swing bridge 180 feet long, working on the central pier. At the south end of the jetty a crane capable of lifting 120 tons is to be placed and the dock will be fitted with all improved appliances. The wharves are from 180 to 200 feet in width and offer the amplest facility for the handling of cargo and nothing has been neglected by projectors or contractors to render this a model dock.

MESSRS. GLOVER AND CO.'S CONTRACTS.

The contract for the masonry was advertised in the English papers on the 11th of May 1875, and in the Indian papers on the 10th of June of the same year. The sealed proposals were opened on the 19th of August and the tender of Messrs. Glover and Co., engineers and contractors of Glas gow city, was accepted on the 4th day of November following—their contract binding them to complete the work on or before the 5th of May 1879. The work to be performed was thus estimated:—

Excavations for foundation of walls ...	cub. ft.	4,650,000
Trenches 19 feet wide, 25 to 30 feet deep close timbered throughout.....	lin. ft.	9,200
Masonry in walls and entrance	cub. ft.	4,489,000
Concrete ,, ,, ,, ...		122,000
Granite ,, ,, ,, ...		11,000
Main dam for sea wall and other minor works amounting to about 5 lacs of rupees.		
Total amount of contract.....		Rs. 33,30,000
Contract time—43 months.		

In March 1876 Government sanctioned an extension of the dock by 60 feet and of the jetty by 100 feet, thus adding 320 feet to the quayage of the dock and bringing it to its present proportions. In consideration of this extension, the contract time was extended one month.

According to the original plan of operations it was intended to complete the masonry before commencing the excavation. Mr. Ormiston suggested that the wall building and the excavating might be carried on simultaneously, and thus render it possible to open the dock to shipping two years earlier than by the other plan. The suggestion was approved and the contract for the excavation of the *enceinte* of the dock—involving the removal of over 4,000,000 cubic yards of mud, clay, moorum and rock was awarded to Messrs. Glover and Co. in the month of November 1876. They are bound to complete the work on or before the 5th day of April 1879.

DESCRIPTION OF OPERATIONS.

Work was commenced November 5th 1875 by forming earthen dams across the entrances to the old Elphinstone basin; but during the months of November and December 1875 little else was done except to get together the plant, erect temporary buildings, machinery, &c. The building of the main dam behind which the sea-wall is to be erected was commenced on the 3rd of January 1876. The dam is a bank made up of moorum brought from Elephanta Island. It is about 15 feet in height and 21 feet in width at top, having a slope of 1 to 1. On the outer or harbour side it is covered with a layer of clay puddle 2 feet thick. On this is laid a thin layer of moorum and the whole pitched with stone to protect the work from the action of the waves. The top and inner side are each covered with stone pitching to serve as a protection from the heavy rains of the monsoon. When the mound was in position a single row of sheet piling was driven through the centre, well into the natural clay, along the whole length of the dam, to give it backbone. The dam was finished in the month of May 1876, but Messrs. Glover and Co., with commendable prudence, permitted no work to be done behind it, until after the monsoon, preferring that it should first be submitted to that test. It underwent the ordeal well; and although the waves rose at times sufficiently high to wash clean over it, no breach was effected. The dam has been a very successful feat of engineering and the leakage through it has been very small.

On the 20th day of December 1875 the digging and timbering of trenches for building the walls was commenced. The trenches were to be from 25 feet to 30 feet deep and 19 feet wide and were dug and timbered in the following manner:—First sheeting piles 2½ inches thick and 8 feet long were driven into the ground at the required distance apart and the trench was sunk to a depth of about 12 inches; frames of timber composed of wales 12 inches by 6 inches and struts from 8 inches to 10 inches square were then put in and the trench sunk 4 feet further. Frames similar to the above were then inserted and the same process repeated until the desired depth was reached, sheeting piles of 4 feet in length being used for all except the top row. This operation was carried on with great rapidity and the building of the walls was commenced in the latter part of February 1876. The material used and the manner of constructing the masonry has already been described and there remains only to say that as the walls rose every 4 feet the woodwork was removed until the required height was attained when the 8 feet sheeting piles were drawn out and the work completed.

The work of excavating the *enceinte* of the dock was commenced in the month of November 1876. A double track railway of 5 feet 6 inches gauge was laid down from the dock limits to Mody Bay. An incline of 1 in 15 cut down to the bottom of the dock proper and a gully 20 feet deep dug from the foot of the incline to the extreme northern limit of the dock, and rails laid down on the whole length. A stationary engine of 32 horse-power with drums 10 feet 6 inches in diameter was erected at a point somewhat beyond the top of the incline, two locomotive engines placed on the railway between the stationary engine and Mody Bay, one locomotive engine in the gully and 80 wagons are running on the road. Excavating is done by coolies working with picks, powras and shovels. Earth is carried in small baskets on the heads of women, of whom a long unbroken line is constantly passing between the diggers and the cars and returning to the excavations immediately on emptying their baskets. The operation seems slow, the amount carried very small, yet Mr. Glover states that it is faster work than that done by navvies in any part of Europe. Seven wagons, weighing when loaded 100 tons, are drawn by the locomotive in the gully to the foot of the incline and then released to be immediately attached to a steel wire cable, 1½ inch in diameter, working over one of the drums above-mentioned. The signal being given the stationary engine is put in motion and the full wagons drawn to the top of the incline and simultaneously seven empty ones are let down, by means of a similar cable working over the other drum, to the foot of the incline. The locomotive in the gully is coupled to the "empties," as they are technically termed, and they are drawn to where the excavating is going on. One of the locomotives at the head of the incline draws the full wagons on to a siding. This process is repeated three times when a train of 21 cars is made up and drawn off to Mody Bay where the material is unloaded and used on the reclamations in progress there.

MATERIAL EMPLOYED.

The timber used in the trenches is mainly fir and larch cut in the Austrian Alps, shipped at Venice and brought to Bombay in the steamers of the Peninsular and Oriental Company's service. The granite is brought from Penryn, Cornwall, and is supplied by Messrs. Freeman and Sons of that place. It is landed here dressed and numbered ready for setting. All the stone employed, except the granite, is blue basalt quarried in Bombay Island and dressed in the dock by native stone-cutters, of whose work as well as of that of the masons Mr. Glover speaks in the highest terms. They cannot do as much in quantity, but in quality he pronounces it full as good as that of any European workmen. Dressing is done by piece-work and gives employment to about 500 stone cutters and the same number of coolies. Laying the stone is done by day's work, and 200 masons and 800 coolies (men and women) are engaged in this work. The largest quantity of masonry built in one day was 15,600 cubic feet, for which nearly 5,000 cubic feet of mortar was ground. The monthly average of masonry laid since the work commenced has been 205,000 cubic feet. The mortar used in setting the stone is made in the dock from lime, sand and pumice. The lime is burnt from kunker dug at Amboli, sixteen miles from Bombay, Messrs. Glover & Co. having erected kilns there capable of turning out 100,000 cubic feet of lime per month. The sand is found in creeks between Bombay and Tanna. The pumice is brought from Aden by steamer or in native boats.

MORTAR MAKING.

This is done by steam-power, Messrs. Glover & Co. having on the dock 9 pan-mills in operation. Of these 3 are pans of 5½ feet diameter, 2 of 7 feet and 4 of 8 feet. The ingredients have to be passed, however, before being put into the mills and these different processes will first be described. The sand as delivered requires to be washed, and for this purpose 4 baths have been provided. Leakage water pumped from the excavations by two 16 horse-power engines, working 2 10-inch centrifugal pumps, is made to do this duty. On being raised from the bottom of the dock it is carried down an inclined trough leading to the bath. The sand is put into the trough at about 20 feet from the bottom and is carried along with the water into the bath—the impurities being detached from it during the transit. On reaching the bath these impurities remain at the top and are carried away by an overflow pipe, the clean sand falling to the bottom. Pumice also has to pass through the preliminary processes of drying and grinding. Two furnaces are in operation. When delivered from steamer it is dried in about 2 or 3 hours; when from native boats it is so wet that the drying sometimes occupies a whole day. When it is thoroughly dry it is ground to an almost impalpable powder in common flour mills of which there are 8 in constant operation. The ingredients are mixed in the proportions of 4 parts of lime and 4 parts of sand to 17 parts of pumice, the lime and sand being measured into boxes of the capacity of 100 cubic feet, the pumice into others of the capacity of 25 cubic feet. Mixing is done by hand labour. After mixing, the ingredients are put into the pan mills and ground up together—a donkey engine supplying water which is introduced into the pans during the process. One 20 horse-power engine and three 16 horse-power engines are used for driving the mortar and pumice mills. The process of mixing and grinding occupies about 30 minutes and 300 hands equally divided as to sex are employed on this branch of the work alone. The mills commenced working on March 2nd 1876, and 5,250 cubic feet of mortar can be turned out of them in a working day of 11 hours. When made it is delivered to the masons from carts, whose capacity is 20 cubic feet.

DREDGING.

The plant for dredging the entrance channel was made in England. Proposals were advertised on the June 1st 1875

as they seem in description, yet bear a very appreciable relation to the general bulk of the mass of which they form part.

In the days when steel was a luxury, it was made exclusively in small quantities, by taking wrought iron from which the workman had laboriously ejected all the carbon by putting this iron into air-tight firebrick boxes containing charcoal, and by heating it there during many hours. The iron took up the carbon, and the bars, when they were withdrawn, being found covered with vesicles, the result was called blistered steel. The bars were neither uniform nor homogeneous, and the articles made from them were frequently enfeebled by bad welding, consequent upon the want of uniformity. About the middle of the last century, the method of casting steel, so as to produce homogeneous ingots was discovered by Huntsman; but his process was very expensive, on account of the quantity of fuel which was consumed, and also on account of the cost of the necessary crucibles and of the skilled labour. At first, the ingots were small: but Krupp overcame this difficulty by casting the contents of many crucibles into a single mould, and he was thus enabled to exhibit in 1851, an ingot weighing 4,500lb., and in 1862 one weighing 20 tons.

In the meanwhile, the French chymist Chenot had been attempting to improve the manufacture; and he succeeded in making steel direct from the ore by a process which produced some of the best that had ever been seen, but which did not overcome the cost of the melting, and which has not been pursued to any extent in practice. About the year 1850 a German chymist (Riepe) devised a method which was used to a very considerable extent in England, and which consist.d in stopping the puddling process used for making wrought iron before all the carbon had been expelled from the mass, and when just so much remained as to leave the product in the form of steel. This product was, however, an uncertain one, in consequence of the difficulty of ascertaining when the precise point had been reached—a difficulty which will be better appreciated when it is remembered that manufacturers now find it necessary to determine the quantity of carbon down to 1-20th part of 1 per cent. Riepe introduced another improvement, which holds its ground, by suggesting the use of old crucibles, reduced to powder and mixed with sufficient fire-clay to give cohesion, as a lining for the moulds in which steel was cast. Formerly, when moulds of sand or loam were used, such as suffice for iron castings, it was found that the intense heat of the fused steel melted the material of the mould, which thus became penetrated by spicula of steel, so that the casting was useless. The crucible material, having already been exposed to the same degree of heat, was able to resist it, and in this way the most perfect castings in steel are still produced.

While Reipe was still endeavouring to find out a trustworthy indication of the proper stopping point for his process, Bessemer brought his great invention into the field. In his method air is blown through molten iron until all the impurities, and even some of the iron itself, have been burnt out and expelled, and then a certain proportion of carbon and of manganese, is poured in. The carbon restores to the iron the quantity which is required to convert it into steel; and the manganese plays a part which is manifestly useful, but which is not yet thoroughly understood. The manufacture of Bessemer steel gave a great impulse to the employment of this new material as a substitute for iron; but, unfortunately, the earlier specimens were very uncertain in their quality, and hence it fell into disrepute for railway bridges, for shipbuilding, and for many other purposes for which a minimum of variation among different samples was required.

The next improvement was that introduced by Dr. Siemens, who melts in his regenerative gas furnace a mixture of pig iron and iron ore. The ore and the pig iron re-act one upon the other, the carbon of the pig iron and the oxygen of the ore unite so as to decarbonize the pig iron and to de-oxidize the iron ore, the result being mild wrought iron, which contains scarcely a trace of carbon. A small portion can be withdrawn from time to time and, tested to see whether the process is complete; and when it is so, the proper quantity of *spiegeleisen* is added to the bath, and the fluid metal is converted into steel. The whole process occupies about 11 hours; so that, including the short day on Saturday, 13 charges—each of 7, 9, or 12 tons—are obtained from each furnace every week. Moreover, in consequence of the power of fusing the material before the *spiegeleisen* is added, this mode of manufacture can be relied upon with absolute certainty to produce steel of the precise quality that is desired. Thus, according to Mr. Bramwell, while the fact is undoubted that by the Bessemer process, when conducted by skilled men thoroughly acquainted with their business, trustworthy results can be obtained, by the Siemens process it requires very great cleverness to obtain a result that is not trustworthy. The Admiralty demand that every sample of steel, if eight inches long, shall admit of being increased in length at least 20 per cent. by stretching before it undergoes fracture, and also that every sample, after being heated and quenched in cold water, shall be capable of being bent cold, the radius of curvature being not more than threefourths the thickness of the sample, without any distress whatever being evinced. Of 14,000 samples which have been made by the Siemens process at the Landore Works, every one has fulfilled these conditions. It has not been a question of averages, but each sample has fulfilled the conditions.

After observing that he had left himself but three minutes in which to deal with the avowed or prophetic subject of his lecture—the future of steel, and after defining steel to be any material which is composed of iron united with a very small proportion of carbon, or of some other alloy, which has been in fusion and is malleable, Mr. Bramwell proceeded to say that he believed steel would supersede iron for almost everything except, the forge work of common blacksmiths. The future of steel, in his views, is practically the occupation of the whole province that was previously filled by steel and by wrought iron; and further, that part of the province of cast iron, such as toothed wheels and castings of that kind, where to give adequate strength, wrought iron would have been used had not the complexity of the form prohibited its employment, but where now, thanks to Riepe, steel may be melted and made to flow into the various shapes required.

SEBJEANTS-AT-LAW.

(Pall Mall Budget.)

THE sale of Serjeants' Inn and the distribution of the proceeds among the present members of the society to which it belonged have directed public attention to the venerable and we suppose we may now say moribund order of serjeants-at-law. It is true that no legal restraint has been imposed upon the Crown to prevent it from continuing the existence of the order. But there is equally nothing to induce any one in the face of very considerable cost to join it. Since the abolition of their special privileges in the Common Pleas, some thirty years ago, serjeants—if we except the division of the spoils the other day—have derived no pecuniary advantage from their position, and their number has been kept up principally by the accession of the common-law judges who were obliged to take the degree of the "coif" on their appointment to the bench. The new Judicature Act has rendered this unnecessary for the judges, and barristers have long shown that they prefer to be made Queen's counsel instead of serjeants as an official recognition of advancement in their profession. In the law courts serjeants give place to Queen's counsel unless they have "a patent of precedence," although no other practising lawyers have any recognized rank on public occasions. No place has been assigned either to Queen's counsel or to barristers in the scale of general precedence, and when there are no longer any serjeants Masters in Lunacy, now that Masters in Chancery are extinct, will be the only representatives of the bar with an ascertained social position.

The origin of the order of serjeants-at-law is extremely doubtful and its early history is scanty and obscure. The leading authority on the subject is Serjeant Manning's "Serviens ad Legem," an annotated edition of what is known as the "Serjeants Case," in the appendices to which a good deal of miscellaneous and fragmentary information is contained. But the name "Serjeant" itself, which has been in immemorial use, is sufficient evidence of the antiquity of the society whose members have been designated by it. It is a "survival" from the times of feudal tenures, of which the most eminent were those by knight service and grand serjeanty. By the former the tenant was bound to service in the field. By the latter, to perform some special service which might be either of a warlike or a peaceful character: as to bear the king's banner or sword to battle, or to be his butler or carver at his coronation. According to Lord Coke in the case of Sir Drew Drury, "in ancient time every baron held his barony by grand serjeanty which service, as Littleton says, is called grand serjeanty, or *magna serjeantia*, because it is a greater or more worthy service than knight service;" and Chief Justice Crew, in the celebrated "Oxford Case," lays it down that all the ancient earldoms and baronies were held by grand serjeanty. These decisions are quoted by Creiss in his treatise "On Dignities," and Serjeant Manning mentions, among other instances of grand serjeanty, that the manors of Harlefield, Newnam, and Whitenhurst, in Gloucestershire, were held by the Bohuns by the office of Constable of England; and the barony of Hinkley in Leicestershire was held by the Bollomonts and the Montforts by the office of Lord High Steward. In the same way land has often held by the discharge of various minor offices—for example, that of Champion, by which the manor of Scrivelsby, in Lincolnshire, is still held by the Dymokes—but all of them more or less honourable. Among these services was that of administering criminal justice—the tenure *per serjantiam tenendi placita coronæ*; and at every goal delivery at the assizes even now proclamation is made inviting the bearers to inform the Queen's "Serjeant" of any "treasons, felonies, or misdemeanours" which they may know to have been committed by the prisoner of the bar. Oxford and Norwich are cities in which the office of King's Serjeant as a criminal judge is stated to have lingered until a comparatively late period; and in London it is still represented by the Common Serjeant, a charter of the 12th of Edward II. having substituted election by the citizens for nomination by the Crown in the case of his appointment.

After the Conquest the general legislative and administrative business of the country was transacted in the King's Court, the *Curia Regis*. In his legislative aspect, it was as, Mr. Freeman has shown, the continuance in a modified form of the Witenagemot and in its judicial aspect he is inclined to think that it was "the ancient but somewhat shadowy" Theningmannsgemot "under a foreign name." Professor Stubbs, however, says of the Theningmannagemot that "its existence is proved, and no more than its existence," and he regards the *Curia Regis* as a combination of the tribunal in which "the Anglo-Saxon kings heard causes in person" and the feudal *Curia Ducis* of Normandy. This court was held in the hall of the King's palace, wherever he might happen to be, and, from the place of its holding, it was called by our early law writers *Aula Regis* or *Aula Regia*. In it sat the great officers of State—the Constable, the Marshal, the Steward, the Chamberlain, the Chancellor, the Treasurer—each dealing with those matters of which he had special cognizance. But chief among them was the Justiciar, who, as Blackstone says, "principally determined all the vast variety of causes that arose in this extensive jurisdiction, and from the plenitude of his power, grew at length both obnoxious to the people and dangerous to the Government which employed him." As assessors to the Justiciar and as advocates for the suitors, there were appointed certain persons skilled in the laws, who, it is conjectured by Serjeant Manning, were early formed into a sort of legal fraternity, after the pattern of the ecclesiastical fraternities surrounding them. They were summoned to attend the King's Court by the King's writ, and by virtue of it became *servientes regis ad legem*. It does not appear that they received any grant of land for their services, but the privilege of receiving the fees of suitors would sufficiently support their franchise as a serjeanty in gross. When, from being permanent Committees of the *Aula Regis*, the King's Bench, the Common Pleas, and the Exchequer branched off into separate courts, the *servientes regis ad legem* became the judges and counsel of the first and second, the third being under the control of revenue officers, whose duties, important as they were in feudal times, related rather to matters of account than of law. In the two Benches the serjeants-at-law were divided into two classes, the members of which often passed from one to the other. Both before and after they acted as serjeant-justices, they practised as serjeant-counters, from *conter*, the law-French for pleading, whether for plaintiff or defendant, and were called in Latin *servientes narratores*, or *banci narratores*. It has been admitted to doubt by Mr. Reeves, in his "History of English Law," whether "*servientes* and *narratores* were two distinct orders or *narrator* only an additional description of a serjeant." But assuming an antitheses between the serjeants on and off the bench, the second would be the right interpretation of the term. The Barons of the Exchequer were not necessarily, and sometimes have not been, serjeants like the justices of the King's Bench and Common Pleas. But unless they were serjeants they were incapacitated from trying civil causes at the assizes; and thus although Queen's counsel have been included for a long while in certain of the commissions, by the authority of which the judges have sat on circuit, they could only try prisoners, and could not, as serjeants always could, try civil causes.

The *Aula Regis* went wherever the King went, and in fact, formed part and parcel of his household. By Magna Charta, however, it was provided that suits between private persons should not follow the Royal Court, but that they should be determined in some certain place. "This certain place," says Blackstone, "was established in Westminster Hall, the place where the *Aula Regis* originally sat when the King resided in that city, and there it hath ever since continued." But the King's Bench and the Exchequer remained in theory, as evidenced by the wording of the writs issuing from them down to our own days, ambulatory tribunals, and for a long while were so in practice. When Edward I. conquered Scotland, for instance, the Court of King's Bench sat at Roxburgh; and seeing that the great body of the serjeants would prefer to remain in the capital where their business chiefly was, and that they were the only advocates, it was early felt to be a hardship to suitors, both in the courts which were not fixed and in the assize towns, that they were deprived of proper legal advice and assistance. In 1292, the 20th of Edward I, therefore, the Chief Justice of the Common Pleas was directed to choose certain among the apprentices of the law to act as attorneys at Westminster and as advocates in the ambulatory and circuit courts. But how far this measure was of use it is impossible to say, and also whether or not from this time advocates were to a general extent other than serjeants; but, since there is a complaint in the reign of Edward III. that suitors were "thrown back and defeated for want of wise counsel," it would appear that the serjeants still retained their exclusive position. In the reign of Henry V. at any rate it is certain that the bulk of the English advocates were serjeants, because in 1447 we find an ordinance which states that great complaints have arisen since suitors are unable to get their business despatched because there are so few serjeants. Whereupon "certain apprentices" of the law, who are named, are commanded to appear to be made serjeants. These apprentices of the law were members of the Inns of Court qualified for admission into Serjeant's Inn. In a return made to Henry VIII. (cited by Serjeant Manning) by Thomas Denton, Nicholas Bacon, and Robert Cary, the whole "Company and fellowship of Learners of the inns of Court" is divided into the benchers or readers, utter barristers and inner barristers; the readers being professors, and the barristers of either class students more or less advanced. What answered to examinations at that period were called "mootings"—the oral discussion in hall of cases and the utter or senior barristers sat at the outer, while the inner or junior barristers sat at the inner end of the bench or bar provided for them.

At one period, as the proverb *nullus clericus risi causidicus* shows, ecclesiastics commonly practised as serjeants and were appointed justices; and the "coif" which "serviens" in the black patch on the crown of the serjeants wigs at present is said by tradition to have been the cap with which they concealed their tonsure and manifested their contempt for the canons forbidding their professional attendance on the secular courts. In Chaucer's time, however, the serjeant was essentially a man of law, as appears from the description of him in the prologue to the "Canterbury Tales":—

A serjeant of lawe ware and wise	In termes hadde he cas and domes alle.
That fro the time of Kinge Will were a felle.	
There was also full riche of excellence,	Thereto he coude endite and make a thing
Discreet he was and of great reverence.	There coude no wight pinch at his writing;
He seemed swiche (such) his wordes were wise,	And every statute could he plaine by rote.
Justice he was ful often in assise.	He rode but homely in a medlee cote
No wher so busy a man there n'as.	Girt with a seint of silk with barres smale.
And yet he seemed busier than he was.	

Some of the characteristics, at least, of the advocate of the fourteenth may be said to resemble those of the nineteenth century. Every serjeant took an oath of a nature to make him in some respects a public servant. It ran thus:—"You shall swear well and truly to serve the King's people as one of the serjeants-at-law, and you shall truly counsel them that you be retained with after your cunning, and you shall not defer or delay their causes willingly for covetise of money or other thing that may turn you to profit, and you shall give due attendance accordingly."

Blackstone says that "the first King's counsel under the degree of serjeant was Sir Francis Bacon, who was made so *honoris causa*, without either patent or fee; so that the first of the modern order seems to have been Sir Francis North, afterwards Lord Keeper to King Charles II." But Mr. Foss, in his "Lives of the Judges," notices that Sir Henry Montague (afterwards Chief Justice) was appointed Queen's Counsel to Elizabeth, and that in the reign of James I. four persons are named in Rymer's "Fœdera" as having been made counsel to the King. One of these four—Sir John Finch—in a grant to him of precedence after the King's Solicitor, General, is expressly called "King's counsel." With the exception of judges, no serjeant-at-law has now been made for nearly ten years, the last being Serjeant Sleigh, whose writ dates from 1868. Thus much of serjeants-at-law for the present. But to contain the history of the order in anything like such completeness as is within reach would require a volume rather than an article.

PICKINGS FROM "FUN."—MARCH 7.

A LOST OPPORTUNITY.

SKIMMER:—"I say, Slimely, have you heard the news?—young Plumper has just burst up for twenty thousand."

Slimely:—"Dear, dear, I Twenty thousand, is that all? Why at his age if I'd had his chances, hang me if I wouldn't have smashed for fifty 'thou.'"

A SINE QUA NON.

Country bookseller to miner (who has previously invested in a dictionary):—"Oh, you must look among the S's for scissors, not the Z's."

Miner:—"Well how's Oi to know? Wot's t' good of a dictionairy without a hindex?"

NOT A "HOMING BIRD."

"Now then, young man, ain't you a thinkin' o' gettin' 'ome?"

"Yesh! I've been thinkin' of 't f' shome time, an' com t' conclusion 't would be 'tempt 'tended with considerble personal risk!"

THE REAL REASON.

Little May:—"Please, Ethel, give me something to make an alebter for dolly."

Ethel (who doesn't like being disturbed):—"Oh never mind, darling, the weather is not at all cold."

L. M. (innocently):—"Oh, but I want it to warm dolly, and not the weather!"

PICKINGS FROM "PUNCH."—MARCH 17

DEATH IN THE MILK-PAIL.—*Le Crime de la Crême.*

SEASONABLE.

Nimrod. "What! out again, Vicar! Fresh nag, too! I thought parsons did not hunt just now?"

The Vicar. "Ah! but this is a Lent horse!"

FASHIONS FOR THE KITCHEN.

Cook. "Lor,' Jane, I wouldn't be bothered with them 'trains' every day! I only wears mine on Sundays!"

Jane. "That may do for you, Cook; but for my part I likes to be a lady week-days as well as Sundays!"

SALTS AND STOKERS.

Vulcan (Chief Engineer). "Yes, Ma'am, things do look bad, and won't be better till you make a change in your officering! it's been Captain Nep's boys till now—it must be both our boys in future!!"

FROM ONE POINT OF VIEW.

Scene.—British Jury Room. All agreed on their verdict except—

Irish Juryman (who holds out). "Ah, thin, Iliv'n more obstinit men I nivir met in all me louife!!"

LEVELLING TENDENCY OF MODERN DRESS.

Old Gentleman (shocked beyond description) to Verger. "Don't you think those youths had better be told to take their hats off?"

Verger. "Take their 'Ats off! Bless you, Sir, those are Deane's young Ladies!"

"FIVE O'CLOCK TEA."

Mistress. "I really must inquire, Timmins, why the tea comes up so weak of an afternoon?"

Parlour-Maid. "Well, it should not M'um! Cook, she puts in a spoonful for herself, a spoonful for myself, and a spoonful for the parlour; and as you rings as we finishes, I fills up the teapot myself with bilin' water!"

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Age entry	Sum Assured.	Cash Bonus.	Addition to Sum Assured.
20	£ 1,000	£ 29 3 0	£ 17 17 0
30	,, 1,000	,, 36 16 0	,, 84 1 0
40	,, 1,000	,, 47 5 0	,, 90 9 0
50	,, 1,000	,, 63 15 0	,, 105 14 0

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